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American Railroad Journal.

New York, Saturday, November 22, 1873.

Baltimore and Ohio Railroad.

The annual meeting of the stockholders of the Baltimore and Ohio Railroad Company was held in Baltimore on the 17th inst. Mr. Horace Abbott was chosen chairman and Mr. Wm. H. Ijams secretary. The forty-seventh annual report for the fiscal year terminated 30th September last, was presented. Also resolutions ratifying the lease or arrangement with the Washington City and Point Lookout Railroad Company, and the lease of that portion of the Washington City, Virginia Midland and Great Southern Railroad Company lying between Strasburg and Harrisonburg, Virginia.

The report was read by the secretary, after which the meeting, on motion, proceeded to the election of directors to serve for the ensuing twelve months, Messrs. Miles White, Wm. J. Albert and George W. Ward acting as judges. On counting the ballots it was found the resolutions had been unanimously adopted and the following gentlemen unanimously elected by a vote of 39,228 shares. The members elected are the same as for

the preceding year, viz: Johns Hopkins, Samuel W. Smith, Francis Burns, John Spear Nicholas, John Gregg, C. Oliver O'Donnell, James Harvey, Galloway Cheston, William W. Taylor, Samuel Kirby, John King, Jr., and G. A. Von Lingen.

The report presents a flattering statement of the operations of the road for the past year, and an encouraging prospect of increased expansion and usefulness. The gross earnings of the road, including all its branches and divisions, for this year, were \$15,695,541, an increase of \$2,068,864 as compared with the previous year; of this increase \$1,598,372 accrued from the earnings of the main stem. The surplus fund, which represents capital derived from earnings, invested in branch and connecting roads and improvements on the main line amounts to \$29,034,403 41.

Lease of the Milwaukee and Northern to the Wisconsin Central Railroad.

The Milwaukee Wisconsin says that the Milwaukee and Northern Railroad has been leased to the Wisconsin Central Railroad Company for a term of ninety-nine years, with the privilege of purchasing in fee, and then adds:

The consolidation is a natural one, for the Milwaukee and Northern is the shortest line from the foot of Lake Winnebago to this city, and when the Wisconsin Central Road is finished to Ashland, Bayfield and Duluth, Milwaukee will thus possess the shortest line to the North Pacific.

The Wisconsin Central will be completed to a point one hundred miles northwest of Stevens Point by the 1st of January, and the hope is expressed that the whole line to Ashland will be opened by the 1st of June, 1874. By this consolidation Milwaukee will have three hundred and fifty miles of railway connecting Lake Superior and our harbor. The Wisconsin Central will remove its offices from Menasha to this city, and this road, hereafter, must be regarded as one of our great trunk lines terminating here, and casting into our lap the produce and business of northern and northwestern Wisconsin, and vastly more by its connections with the Northern Pacific. It has proven to be a strong corporation, as, notwithstanding the sweeping panic, the contractors have kept steadily at work during the past two months, and to-day they are employing five hundred laborers in cutting a pathway through the forest, grading the track and laying the iron rail. Inasmuch as the company have received as yet only a few thousand acres under the congressional land grant, their energy and success is marvelous.

Gardiner Colby, of Boston, is President of the Company, and as a financial agent he has evinced ability and resources which have assured public confidence to the Wisconsin Central Railroad Company. Judge Reed, the Vice-President, and as the managing agent, will, we learn, soon take up his residence in this city.

Sometime ago it was reported that the Wisconsin Central had leased the Lake Shore from Manitowoc to Milwaukee, but some of the conditions were not fulfilled and the arrangement has fallen through, and now the Wisconsin Central has consummated a lease with a shorter line to Milwaukee, securing to it more advantages than could be obtained by the other line.

The Milwaukee and Northern has become very popular among our citizens and along its whole line for its good and faithful management, and the hope is indulged by our people that some of the members of the direction who have given such efficiency to the road and who acted as faithful trustees in applying the funds of the company, will in some way be retained in the Wisconsin Central management. We learn that this consolidation will in no wise retard the extension of the Milwaukee and Northern from Green Bay to Ontonagon. In fact the consolidation has given mutual strength to both companies, and therefore the people of the whole State will regard it as a source of congratulation.

Bridge over the Missouri River.

The Railroad Bridge intended to cross the Missouri River at Louisiana, Mo., is rapidly approaching completion. Though the work was not commenced until the first day of July, the superstructure is already being raised, and the whole will be completed by Christmas, at which time the grand opening is expected to take place. We are indebted to Mr. H. W. Parkhurst, the assistant engineer, for the following facts and figures:

There are nine spans, varying from 160 to 260 feet in width. The draw is 444 feet in width, being several feet longer than any other draw in the world. The piers are all of solid masonry, which rests on piles driven very near each other and then sawed off, and a heavy timber foundation bolted to the piles. All the timber is at least four feet below the lowest water ever known, and about 600,000 feet of the best timber was used in this way.

The pivot pier is the largest on the river, rests on 200 piles, and contains 1,200 cubic yards of solid stone. The east approach, extending half a mile, and the west approach one-eighth of a mile out into the river, are constructed of earth embankment and strong rip-rap walls. Connected with the west approach is an iron bridge of 140

feet span, over the Noix creek, which is being built by the American Bridge company.

The Keystone Bridge company are building the seven short spans, the Kellogg Bridge company the two long and draw spans, and Reynolds, Saulpaugh & Co. the foundations and approaches. A corps of twenty engineers, divided into iron, wood and masonry inspectors, direct and lay out the work under the supervision of E. L. Corthell, chief engineer, and H. W. Parkhurst, assistant engineer.

In the bridge there are 5,000 cubic yards of first class masonry, 50,000 cubic yards of rip rap, 200,000 cubic yards of earth embankment, and 50 tons of iron bolts, besides the bridge superstructure, which is of the best iron, and will be first class in every particular. The total length of the bridge will be 2,052 feet.

On an average, 500 hands are kept constantly at work. There are also in use three steam and ten hand derricks, three steam pile-drivers, twenty flat boats and two steamboats for handling the material, etc.

The bridge company are building a dyke half a mile long, from the Illinois shore out into the river, diagonally down stream, so as to keep the channel through the draw. The bridge will cost nearly \$1,000,000.

Atlanta and West Point Railroad.

The earnings of this road for the years ending June 30, 1872 and 1873, were as follows:

	1872.	1873.
From passengers	\$126,277 97	\$142,068 41
" freight	265,331 30	235,208 38
" mails	10,781 25	10,781 28
" express	7,444 18	8,657 01
" miscellaneous	8,278 15	2,629 22
	\$413,107 85	\$399,344 30
Expenses, viz:		
Conducting transp.	\$79,116 12	\$79,694 22
Motive power	102,010 13	97,558 77
Maintenance of way....	64,892 47	72,553 62
Rent of Macon & West- ern Railroad	6,000 00	6,000 00
Repairs and rent of cars	21,837 55	13,842 25
Taxes, fees, etc.	379 79	.....
	\$274,236 06	\$269,648 86
Net earnings	\$138,871 79	\$129,695 44

From which deduct extraordinary expenses in 1872-'73—
Renewal of iron rails \$20,000 00 | || New cars | 6,000 00 | |
One new wood and water station	2,000 00	
Paid on air-brakes	1,534 00	
		29,534 00
Net over all expenses		\$100,161 44

In 1871-'72 the extraordinary expenses were \$59,125 81, leaving the balance of earnings at the close of that year \$79,742 98. The President in his report says:

The Superintendent's Report is a very plain, and so far as the operations of the road are concerned, a very satisfactory document. By this report, and the appended statements, the condition of the company is fully exhibited, and leaves but a short report to be made by the Directors. In the face of so many adverse circumstances, the showing is, no doubt, better than was expected by the Stockholders. The road has, no doubt, honestly earned a net profit to cover the usual dividend of eight per cent.

There are, however, some peculiarities in the history of the last year's operations which require brief notice, and which may not otherwise be understood by the Stockholders. It will be seen that the bond account has been increased, since the last annual statement, from \$27,000 to \$102,500; and bills receivable, have been increased from \$19,627 20 to \$148,619 45!

This is accounted for by the unexpected occurrence of a large balance against a connecting road, which became unavailable as cash, and was liquidated and reported as an asset in this form. It was hoped and believed, at the time, that this form would be only temporary, as, by an arrangement with a connecting road in intimate business relations with this road, it was expected that this item of our assets would be assumed and converted into cash, and made available for dividends. Hence, short bonds were issued to the Stockholders in aid of cash for dividends, and expected to be redeemed in the same way. Thus, the sudden increase of bonds and bills receivable, since the last report, are both accounted for. Partly from the stringency in financial affairs, and partly from hostile influences, the contemplated conversion and redemption has not been consummated. It is still promised to some extent, but cannot be fully relied on.

This company is, also, suffering in another form from its insolvent connections. Being deeply interested in a continued and connected line of communication between Atlanta and the Gulf, this company, in liquidation of a previous joint guaranty, for the Alabama and Florida Railroad, on the first day of January, 1868, indorsed the bonds of the Montgomery and West Point Railroad to the amount of something over \$150,000. These bonds matured the first of January last, and were not met; and payment is urged against this company. Ample provision was made for these bonds, it was supposed, at the time of indorsement, but the security was diverted, without any fault of this company or its officers, and a less available security substituted in its place. A part of these bonds have been redeemed by cash and exchanged for other bonds; but the remainder will have to be provided for as early as the resources of the company will allow. We have, as collateral, \$150,000 eight per cent bonds, believed to be perfectly good, with which—and the aid of some money—we hope to liquidate this debt.

This desirable object being accomplished, the Directors agree with the Superintendent, who says:

"With a conjunction of circumstances the most unfavorable that can ever again occur, we have fairly earned an eight per cent dividend. In my opinion, we have reached the minimum of business, and may reasonably hope to see the commencement of a steady growth after September next."

The Directors fully sympathize with the other Stockholders in the interruption of regular cash dividends. This is the first interruption (except by the ravages of the war) since the organization of the company. Amid the wreck of embarrassment and bankruptcy that surrounded us, we cannot expect to escape our share of misfortune. The unparalleled prosperity of the company, in years gone by, has, no doubt, received a heavy blow; but to have our investment temporarily impaired in value, is less serious than a total loss with no hope of recovery, which has been the fate of so many Southern Roads. An insignificant fraction of roads at the South have paid any dividend at all since the war, and the few that have been struggling to do so, seem more likely to diminish than to increase their dividends. The Superintendent notices the probable effect upon our profits of the various roads in progress, and thinks that, on completion of the Air-Line, it will fully indemnify us for all losses by rival lines; and on the completion of the link between Monroe and Shreveport our road will be placed on its "ante bellum footing." Whatever injury the Air Line may inflict on other roads with which we are intimately associated, there can be no doubt that it will bring a very profitable accession of business to ours.

The fidelity of the officers in charge is best attested by the regularity, and freedom from accident, with which the trains have been run. This is a very notable feature in the management of the company since it has been in operation. With a single exception, we have run near seven years without any serious accident or the loss of a trip.

Iron for renewal is much needed, and in the present condition of the company its policy should be the strictest economy, and every expense should be cut off, which safety will allow. It is much to be regretted that the means of the company do not permit a more rapid renewal of the iron—near one-half of the iron originally laid upon the track more than twenty years ago being still in use! But for the extraordinary quality of the iron, it would be dangerous; but the iron then manufactured, of good pattern and well inspected, was a different article to the inferior article now made. It is kept perfectly safe, but is rapidly approaching the close of its long service.

The company have 19 locomotives, 7 passenger, 4 baggage, 1 express, 1 shanty, 113 box, 18 stock, 23 platform, 3 coal and 5 cab cars. Number of through passengers, 12,902; do., way, 50,085—total, 62,987, against 55,589 in the previous year, an increase of 7,398. Tons of freight transported, 86,592, against 103,100 in the previous year, a decrease of 16,508. Bales of cotton transported, 84,171; same for previous year, 39,103—increase, 45,068.

BALANCE SHEET, July 1, 1873.

Road outfit and real estate	\$1,197,714 51
Bills receivable	148,619 45
Preferred stock, Vicksburg & Meridian Railroad	3,234 00
Dividends of July and January	98,576 90
United States Internal Revenue Tax on dividend of January 1872, paid under protest	1,263 79
Due by Agents and connecting roads	22,054 13
Road expenses for the year	299,182 86
Cash	41,521 23
	\$1,812,165 97
Capital stock	\$1,232,200 00
Profit and loss, July 1st, 1873	53,865 00
Bonds of the company	102,500 00
Interest account	14,886 53
Dividend unpaid	8,837 00
Due to agents and connecting roads	1,033 14
Road earnings for the year	399,344 30
	\$1,812,165 97

President.—HON. JOHN P. KING.

Directors.—B. C. Yancey, John E. Robinson, F. Phinizy, W. B. Berry, John F. Moreland, L. B. Lovelace.

General Supt.—L. P. GRANT.

Secretary and Treasurer.—W. P. ORME.

Norfolk and Bristol R. R.

A company with the above name was organized at Walpole, Mass., on the 17th inst., for the purpose of building a road from Dedham to Attleboro'. The road will be 23 miles in length, of the ordinary gauge, 4 feet 8½ inches, and is to commence at Dedham, and run through Norwood, East Walpole, Walpole Centre, Norfolk, Plainville, Wrentham, and then into Bristol county to terminate at Attleboro'. The capital stock is placed at \$350,000, divided into 3,500 shares at \$100 per share. The following gentlemen were elected directors: F. W. Bird, J. G. Hartshorn and H. W. Tilton of Walpole; James Pollard of Norfolk; Thomas Proctor, A. W. Harris and James Bacon of Wrentham; H. N. Daggett, H. F. Barrows and Felix G. Whitney of Attleboro'. The Boston Journal, from which the above was obtained, says:

The meeting was very harmonious, and voted to concur with resolves passed by former meetings held in Wrentham and Walpole. The road is to be equipped by the Boston and Providence road, and leased for thirty years, they guaranteeing the stock at 7 per cent for that time.

S. L. Minot, Esq., civil engineer of the Provi-

dence road, has been engaged surveying the route, and reports the grading easy and the road not hard to construct. The moneyed men of the towns interested are alive to this project, and it may be called a foregone conclusion that Norfolk county is to have one more first class railroad within its limits.

The International Bridge.

The following description of the great International Bridge recently completed over the Niagara River from Buffalo, N. Y., to Fort Erie, in Canada, is from the *Buffalo Commercial Advertiser*:

To state the fact roughly but plainly, the entire length of the bridge is about three quarters of a mile. But more in detail the length is as follows: In the main river, 1800 feet; over Squaw Island, 1800 feet, (trestle work,) and over Black Rock Harbor, 450 feet. The entire length of the superstructure in the main river is 1890 feet; in Black Rock Harbor, 440 feet. There are nine spans in the portion on the main river and three in Black Rock Harbor; four of 190 feet in the clear, and three of 240 in the clear. Over the main river also are two draw openings, of 160 feet each; total length of draw-girder, 362 feet. In Black Rock Harbor are two draw openings of 90 feet each, and one fixed span 220 feet in length. In the main river are eight piers and two abutments; and in the harbor two piers and two abutments. The abutments are 40 feet long by 80 wide, at the bridge seat level. Over the bridge is laid a track for railroads, and a common sidewalk for foot passengers.

The piers and abutments are built of sandstone from Georgetown and Acton, Canada, and Berea, near Cleveland, Ohio. The iron of the superstructure was from the Phoenixville Iron Company's Works Phoenixville, Penn. The first caisson was launched on the 18th of July, 1870, and work progressed steadily up to the time of completion. It must be remembered that the current of the river, at the point where the bridge is located, runs from five and a-half to ten miles an hour according to the state of the wind. This was throughout one of the greatest difficulties encountered, and frequently retarded progress. Then, too, the depth of water varies from twelve to forty-five feet. The ice in winter, some may think, would damage the bridge in course of time, but the ice-breakers afforded ample protection, and cut to pieces blue ice two feet thick with comparative ease. Another remarkable thing connected with the history of the bridge is, that during the whole course of the work not a single life has been lost. The workmen have, many of them, often been exposed to dangers, but always have escaped.

The respective weights of the different spans over the river are as follows: 190 feet, 130 tons; 240 feet, 208 tons; 362 feet draw, 353 tons; and the entire quantity of iron used in the whole bridge amounts to upward of 2000 tons. At the request of Capt. Tyler, the English Government Inspector of Railways, who visited the bridge in November, 1871, on behalf of the English shareholders, one of the spans of 190 feet was loaded with 210 tons of iron rails, equally distributed over the floor beams, (a weight greater than that of a continuous train of locomotives covering the span,) and left in that condition for three days. This test was highly satisfactory, the deflection being found to be only about one inch, and the truss returning exactly to its former condition on the removal of the load.

The bridge has been leased to the various railroads which will cross it, for twenty years. The roads are the Grand Trunk, the Great Western, the Canada Southern, the New York Central, the Erie, and the New York, West Shore and Chicago. Most of these railroads have already constructed their approaches to the bridge, and will commence sending trains across at as early a day as possible. The original plan contemplated a carriage-way, but this was abandoned for the reason that, as the bridge was three-quarters of a mile long, and so many trains were to cross it, there would

very seldom be a chance for carriages to cross without interfering with the trains.

The entire cost of the bridge, in round numbers, is not less than \$1,500,000. Of its practical benefits we leave the reader to judge, merely stating in conclusion that it supplies a want long felt by the different railroads which have for so many years been obliged to cross the Niagara river on the steamer International.

Tensile Strength of Lake Superior Iron.

The *Detroit Free Press* makes a record of the following experiments with iron made from Lake Superior ores, by the Wyandotte Company:

A bar of railroad iron was put under the hammer, and bent, twisted and tortured until no resemblance of the original bar remained. An effort was then made to hammer the head of the rail from the flange, but it proved unsuccessful. It must be understood the experiments were made when the iron was cold, which is the severest test to which iron can be submitted. The experiments with the chains were equally satisfactory and showed a marvelous power of resistance. A Bessemer steel chain, $1\frac{1}{4}$ inches in thickness, withstood a test of 121,850 pounds the to square inch. The following comparisons will show the relative tensility of Lake Superior and English iron, the trials having been made by the use of the Patented Testing Machine made by RIEHLE BROTHERS, of Philadelphia, which is that used for all tests in which the government is concerned: A one-fourth inch chain of American (Lake Superior) iron withstood a draft of 101,750 pounds, while a chain of English iron of the same size broke at a test of 76,500 pounds. A five-eighth inch chain, American, 24,875 pounds; English, 16,000 pounds. A three-fourth inch chain, American 38,000 pounds; English, 26,000. A one-half inch chain, American, 15,825 pounds; English 8,500, and a seven-sixteenth inch chain, American, 10,250 pounds; English, 5,750.

Portland Company.

The Portland Company's works, located at Portland, Me., have made great improvements on the buildings since their fire last summer. A new car shop, 62x170 feet, has been built of brick and fitted with steam heating apparatus, constructed in all respects in a first class manner, with an extension used as a tender shop for setting up and finishing locomotive tenders. The new paint shop is 38x45 feet, the tin shop and foundry 60x25 feet; the store house 120x40 feet, and the new extension to the main building 80 feet long. All these buildings are provided with Hardy's gravel fire proof roofs and are to be sheathed with iron, thus rendering them fire proof in all respects. These works are running 15 hours a day, employing some 550 men, disbursing some \$30,000 per month. They have orders largely ahead.

The earnings of the Atlantic, Mississippi and Ohio Railroad, extending from Norfolk to Bristol, Tennessee, General William Mahone, president, exceed those of last year by \$250,000. The road is now in splendid running order and newly equipped, having enough new passenger coaches and locomotives to keep it running for twenty years. Since Gen. Mahone became president of this road its revenues have increased over a hundred per cent.

The Cincinnati Iron Bridge Works have contracted to build a Whipple truss bridge at Elmira, N. Y. 800 feet long, for \$80,000; an iron bridge at Stockport, N. Y.; a single 362 foot span steel wire suspension bridge at Franklin, Ohio, to cost \$44,000; two of iron at Fishkill, N. Y.; and one of iron at Bennington, Vt.

The Girard Avenue Bridge.

Work upon the new bridge across the Schuylkill, at Girard avenue, has been rapidly and steadily progressing, and an idea can now be formed of the magnitude of the structure. The abutments at the eastern and western ends are completed to the bridge seats, and the iron truss is laid between the abutment and the completed shore pier on the western side. The western river pier will probably be completed, by the laying of the remainder of its coping stones, to day, while the eastern river pier needs but a few more courses for completion. In the construction of the eastern shore pier, difficulties have been encountered. It was found necessary to dig to a depth of 28 feet to reach the rocks, and the excavation for the foundation has been constantly flooded from the river. This has made the task of its erection an amphibious one, but it is now near the surface level and there will be no further difficulty in laying the stone. Meantime, a steam pump is kept in operation to pump out the water which flows into the excavation. The "false work" or wooden frame work and piles, on which the first long span to go between the western shore and river pier on the same side will be put up, is finished for nearly the whole length of the span. When the bridge is built it will contain five spans, three long ones over the river and two short ones at the shore ends. The river banks in the vicinity of the bridge are piled with huge blocks of granite and covered with the necessary machinery for the construction of the bridge.—*Phila. Ledger*.

Railroad Iron and the Lackawanna Iron and Coal Company.

The Lackawanna Iron and Coal Company have, since they commenced their iron mills in this city, manufactured a rail that has always been rated among the best made by any company in this country. We have witnessed a test made under the direction of Superintendent W. W. Scranton which could not fail to convince any practical railroad man of the superiority of their rail. We saw rails taken from a pile that had been made weeks ago, so that it could not be said that the operation was performed while the rail was hot; and under a pressure of sixty tons bent into a circle, one of which is to be sent to New York to be placed in the office of the company there. The same pressure was applied to other rails manufactured of iron compounded and worked after the old style of working railroad iron, and they broke easily. The iron from which the company are now making their rail was also tested, and proved that under the greatest pressure it was not susceptible of being broken, but would be bent double without separating the fibres. The capacity of the old or lower mill of the company is eleven hundred tons per day, but they are at present only turning out six hundred tons, there being but a slight demand, and having a stock on hand of eighteen thousand tons. The company have everything in readiness to commence the manufacture of the Bessemer steel and rail in the coming spring. While the Lackawanna Iron and Coal Company greatly excel in the manufacture of the iron rail, there is no doubt but they will be equally enterprising in their new steel works.—*Scranton Republican*.

The gross earnings of the Boston, Clinton and Fitchburg Railroad for the year ending September 30, 1873, were \$677,439 37, against \$576,412 62 for 1872, showing a gain of \$101,026 75. The gain from the passenger department was \$11,439 95; from freight department \$85,289 94; net income above operating expenses \$197,495 02 and above amount paid Mansfield and Framingham and Lowell roads, as rentals, interest and dividends on guaranteed stock \$21,662 23; whole number of tons of freight carried 407,072. During the year the company have paid for rolling stock \$60,018, and for construction, including two miles of double track at South Framingham, \$62,230 77.

Bangor and Calais Shore-Line Railroad.

A letter to the *Boston Journal*, dated Augusta, Me., November 14th, says that a vigorous effort is being made to secure the building of this road. The survey from the Penobscot to the St. Croix has been completed. On account of the lateness of the season nothing will be done except in preparing to contract for the building of the road, so that active operations can be entered upon next spring. The directors have satisfied themselves that five per cent of the valuation of 1870 of the places along the line of the road is too small a sum to secure its construction, and they now ask for an increase to eight per cent of their valuation, which they say will be sufficient to secure the contracting for the road with a responsible company, which will furnish in cash an equal amount of stock, and will commence without delay to build the road. The proposed road is one of vital interest to the people of Hancock and Washington counties. With railroad facilities they will find a market at their own doors for hay, lumber and other products. The directors have decided to make Bucksport the eastern terminus of the road.

Number of Cars in the United States and Canada.

At the last convention of the Master Car Builders' Association, its secretary, Mr. Leander Garey, presented the following statistics of cars:

The whole number of cars on all steam roads of 4 feet 8 inches and wider gauges in the United States and Canada, at the close of the fiscal year ending with the year 1871, was as follows:

Whole number of 8 wheel cars.....193,767
Whole number of 4 wheel cars.....58,855

Total252,122
Whole number of cars reported for 3 and 3½ feet gauge roads.....212

There are in the United States and Canada 103 car manufacturing companies. These companies have built during the year ending May 31, 1873, the following number of cars:

Palace, sleeping and hotel cars.....184
Passenger cars, all classes.....579
Smoking cars.....18
Baggage and smoking cars.....15
Baggage and express cars.....18
Baggage and mail cars.....33
Baggage cars.....63
United States postal cars.....8

Total number of cars for passenger trains.....862
Paymaster cars.....6
Caboose cars.....78
Fruit cars.....734
Refrigerator cars.....8
Grain combination.....759
Box or house cars.....11,931
Platform.....5,694
Gondola.....6,733
Double-bottom gondola.....125
Double-deck cars.....80
Hay (box).....75
Stock cars.....2,415
Eight-wheel ore and coal cars.....3,126
Four-wheel ore and coal cars.....3,216
Oil tank (60 barrels).....250
Oil tank (84 barrels).....300

Total.....35,581
Construction cars.....162
Steam shovels.....52
Derrick cars.....8
Hand cars.....149

1871
Making the whole number of cars built by car manufacturing companies during the year ending

May 31, 1873, 86,765. Cars of the various classes as follows have been built by railroad companies during the year ending May 31, 1873:

Day and night palace cars.....69
Passenger cars.....281
Smoking cars.....14
Baggage and smoking cars.....48
Baggage and express cars.....84
Baggage and mails cars.....27
Baggage cars.....101
Postal cars.....19
Paymaster cars.....6
Caboose.....831
Box or house cars.....5,673
Platform cars.....2,643
Gondola cars.....2,543
Grain cars.....129
Milk cars.....152
Refrigerator cars.....18
Hay cars.....132
Combination.....407
Oil and coal eight-wheel cars.....3,119
Oil and coal four-wheel cars.....3,201
Stock cars.....1,452
Oil tank cars (64 barrels).....105
Construction cars.....385
Hand cars.....828
Derrick cars.....14
Snow plows.....19
Service or pole cars.....50

Whole number of cars built by railroad companies.....22,345

The following cars have been built for narrow gauge roads, namely, 3 to 3½ feet gauge, during the same time:

Passenger.....16
Smoking.....2
Baggage and smoking.....1
Baggage.....5
Box and house.....17
Platform.....37
Oil tank.....48
Hand.....3

Total.....129
Cars constructed by railroad companies.....40
Add 85 cars for six months intervening between close of fiscal year of 1871 and June 1, 1872.....85
Also number officially reported in 1871.....212

Total for narrow gauge roads.....466

Add this to number of cars constructed by the car manufacturing companies, and we have for the number of cars which have been added to our rolling stock during the past year, 59,110. Allowing six months for the time between the close of the fiscal year of 1871 and the first of June, 1872, we will add one half of the number of cars constructed during the past year to the number officially reported at that time (1871), and we have for number of cars on the first of June, 1872, 281,667. Add to this the number manufactured during the past year, and it gives us for the total number of cars at the present time, 340,787.

The increase of cars here stated is under the actual number, as a few roads have failed to report.

These figures indicate that the increase of cars during the past year has been about 25 per cent, and if we add the cars rebuilt, it will make the increase fully that number.

☞ The Louisville, New Albany and Chicago Railroad Company are considering the project of building a branch to the coal fields in Martin, Owen and Greene counties, Indiana, and to the iron deposits in Martin, Monroe, Putnam and Greene counties, purchasing mineral lands, and operating them on their own account. In this connection they propose to establish blast furnaces in New Albany, and extensive coal yards at New Albany and Louisville to supply Indiana with coal at low prices.

New Railway in Quebec.

Quebec is engaged in a new railway enterprise which is of considerable interest to the people of the Maritime provinces. The first section of it was inaugurated the other day. The *Quebec Chronicle* in noticing the event says:

The distance from Quebec to the United States boundary is 90 miles, and from thence to the nearest railway in the State of Maine, in Solon, 50 miles more, which distance is being rapidly decreased by American railway extension. When completed, the Levis and Kennebec will shorten the distance from Quebec to Portland by 51 miles, from Quebec to St. John and Fredericton, via Intercolonial Railroad by 135 miles, and from Quebec to Halifax by 43 miles. The road will form a through narrow gauge line from Quebec to Boston and New York, via the Sherbrooke, Eastern Townships and Kennebec Railroad, now being built from Sherbrooke, to Ste. Marie. The first section of the railway is thirty miles, extending from Levis to Ste. Marie Beauce. It is now being built by Messrs. Larochelle and Scott, the enterprising contractors, who have a lease of the road for 99 years, and to whose indefatigable exertions so much of the line as has been built is unquestionably due. The Government of the Province of Quebec have granted to the company a subsidy of 3 per cent per annum for 20 years on \$5,000 per mile, or a capitalized subsidy of about \$1,748, per mile, payable in cash, on the completion of twenty-five miles of road, and for every mile afterwards constructed. The town of Levis has also voted \$50,000 in aid of the road, and J. G. Ross, Esq., has advanced a large amount to the contractors without security.

The Farrand Spark Arrester.

On Wednesday the New York Central and Hudson River Railroad Company made a trial of the Farrand Spark Arrester for locomotives. The theory of arresting sparks and cinders has been experimented upon ever since locomotives have been used, but out of nearly a hundred applications and thirty patents granted by our government not one so far has been of practical use, because they all stopped the draft and prevented the engine from making steam as rapidly as necessary. At present, many of the locomotive smoke stacks are covered with a wire screen, but it gets clogged with dirt and stands seriously in the way of easy and regular working of the engine. A man with a poker is frequently obliged to go to it on the way between stations and punch the screen clear so as to allow the engine to make steam easily.

Colonel W. D. Farrand, formerly our consul at Callao, invented a machine for arresting sparks, went to Paris and introduced it on one of the French Railways running out of Paris, and came here a few months ago to get a patent on it. He secured the patent, and after a siege of preparation got it on what is known as "the dirtiest engine in the Central shops." Mr. Buchanan, the master mechanic of the Central road, took the experiment in charge and started on Wednesday with a full passenger train from the 30th street depot to Tarrytown, 30 miles, and back. Mr. Buchanan says the experiment solved the problem of preventing fires along the road and cinders getting in the eyes of passengers. The conductor of the train says it was the first time in his life that he could stand on a platform of one of his cars without getting struck in the eyes or having his neck burned with cinders, and his face blackened with soot from the smoke stack. The car-windows were thrown open, and the conductor says that while heretofore they have swept buckets full of cinders from the interior of the cars, not a cinder was to be found after the 60-mile run.

The smoke and non-consumed products of combustion ascend a curved flue and empty into a laterally enlarged chamber, from which they are driven by exhaust steam through a tube from the receiving chamber into a receiving box below. When this box fills, a valve is thrown open and the contents emptied upon the track. The length of smoke stack greatly increases the draft. The advantages shown by this trial are four. With such appliances the traveling public need no longer be annoyed by sparks, cinders and soot, but may leave their windows open with impunity. The owners of property along this road may build their haystacks and barns or plant their crops as near the railroad as they desire. The railroad companies may use open cars for combustibles of great bulk and save a good deal of trouble in handling, while at the same time the increased draft will give them much more steam with the same amount of fuel; because a slow draft makes heated air and uses the fuel to less purposes, while a strong draft makes steam as fast as the engineer wants it.—*Jour. of Com., Nov. 12.*

Keokuk and Kansas City Railroad.

This road is now being graded from Keokuk to Edina, a distance of forty-three miles; between Edina and Macon, thirty-eight miles, the grade is completed and the iron is being laid, between Macon and Salisbury, eighteen miles, the grade is incomplete, but a force of men will be soon put to work to complete it; between Salisbury and Glasgow, seventeen miles, the road bed is complete and iron is being laid, and a force of men are at work on the grade in Saline county between Cambridge and Marshall. It is three and a half miles from Glasgow to Cambridge at which place the road crosses the river. The ironing will be completed between Salisbury and Glasgow by January 1, as will also the grade between Keokuk and Edina and between Cambridge and Marshall.

The company has succeeded in negotiating its first mortgage bonds, and has contracted for all the iron it will need, to be delivered in instalments of fifteen cars every other day. The line of the road is very direct from Kansas City to Chicago, running about fifty-five degrees to the east of north, which is about the direction of Chicago from Kansas City. It makes no angles except that at Marshall, which is not very great; and when completed it will be forty-three miles shorter between Chicago and Kansas City than any other route.

The company has given its order for cars, and they are now being built. They will be thirty-three feet long, that is the freight cars, instead of twenty-eight, which will enable them to take in two lengths of sixteen feet lumber, and hold two more cattle or horses.—*Kansas City Journal.*

The proposed tunnel between Scotland and Ireland would be about twelve miles long, and the estimated cost is \$23,000,000. It would extend from a point on the north shore of Ireland near Belfast, under the Irish Sea, to the extremity of the peninsula opposite in Scotland. A single line tunnel, 15 feet wide at the base, 25 feet wide at the maximum and 21 feet high, with side walls varying from 4 to 7 feet in thickness, is proposed.

A recent geological survey of the new Territories reveals the important and gratifying fact that on the line of the Northern Pacific Railroad, in the Rocky Mountain District there exists a coal bearing region of 250,000 square miles in extent, the strata of available fuel buried there varying in thickness from 5 to 35 feet.

It is expected that trains will be run through to Winchendon over the Boston, Barre and Gardner Railroad. Work upon the extension to Winchendon has been resumed, and, with favorable weather, the iron will be laid in about two weeks.

The Legal Business of the Treasury.

The annual report of the Solicitor of the Treasury shows that during the year 2,715 suits have been commenced, of which one hundred and sixty were on Custom House bonds to recover \$422,220 47; fifty nine were on transcripts of accounts of defaulting public officers, excepting those of the Postoffice Department, to recover \$1,206,986 55; three hundred and sixty-four were against Postoffice officials to recover \$48,249 18; three hundred and thirty-one were for the recovery of fines, penalties and forfeitures under the customs, revenue and navigation laws, amounting to \$4,151,944 67; one thousand and seven were suits in which the United States is interested for the recovery of \$1,928,817 72, and seven hundred and ninety-four were suits against collectors of customs and other agents of the Government for refunding of duties and acts done in the line of their official duty. The total amount sued for is \$7,758,168 59. Of the whole number of suits brought 682 were decided in favor of the United States; 27 were adversely decided, and 748 settled and dismissed. In six penalties were remitted by the Secretary of the Treasury, leaving 1,302 still pending. Of those pending at the commencement of the year 600 were decided for the United States; 72 were decided adversely; 824 were settled and dismissed, and in 41 penalties were remitted by the Secretary of the Treasury. The entire number of suits decided or otherwise disposed of during the year was 2,950. The whole amount for which judgments were obtained, exclusive of decrees in rem., was \$1,526,992 85, and the entire amount collected from all sources was \$1,861,467 26.

The New Jersey Midland Railroad has succeeded in freeing itself from the New York and Oswego Midland Railway, now in bankruptcy, and has commenced running trains to Middletown, N. Y., independently of the other company, and under a new time table and regulations. The combination with the Montclair Railway has also come to an end, and the Midland trains will none of them now be run over that road. The Montclair Railway now runs all its trains independently, and has issued a new time-table.

The annual meeting of the stockholders of the Duxbury and Cohasset Railroad Company was held in Boston on the 18th inst. This road, 17½ miles long, soon to be extended to intercept the Old Colony, has cost \$388,630 81, and the proposed extension will be made at an expense of about \$70,000, \$40,000 of which the town of Plymouth will subscribe. During the year just closed the expenses of the road have been \$38,082 83 and the income \$36,083 70.

The last rail on the extension of the Western Maryland Railroad from Hagerstown to Williamsport was laid on the 14th inst., and workmen have since been engaged in ballasting the new road. The formal opening between Baltimore and Williamsport is expected to take place on the 25th inst.

It is said that the Boston and Maine Railroad are considering the feasibility of running a branch road from Exeter to Hampton and Bye Beaches, terminating in Portsmouth, probably at the South End.

Finances of Pennsylvania.

The Commissioners of the Sinking Fund of the State of Pennsylvania report a balance on hand on the 1st of November of \$1,671,046, of which the amount of \$240,682 is applicable to the payment of relief notes, overdue loans, interest certificates, etc. During October State loans to the amount of \$40,742 were redeemed. The debt of the State on the 1st instant was \$25,830,974, of which \$4,428,500 bears coin interest at 4½, 5 and 6 per cent, \$23,566,650 bears interest in currency at 5 and 6 per cent, nineteen-twentieths of the amount at the higher rate; \$144,483 is debt on which interest has ceased, \$100,742 is debt bearing no interest, \$95,749 is in Chambersburg certificates, outstanding and unclaimed, bearing 6 per cent interest, and \$500,000 is Agricultural College land scrip fund of Pennsylvania.

Virginia Valley Railroad.

The work upon the line of the Valley Railroad, near Lexington, has been suspended. This we learn, is owing to the fact that this part of the work has been so far advanced that it can now be completed in a short time, while other parts of the work need all the labor that they can employ in order to insure its completion in the specified time of three years. So, while the work here is delayed, there has in fact been no reduction of the labor upon the line—that labor employed here has been sent elsewhere. All things considered, we think the Virginia Valley Railroad presents a favorable appearance. While other works have suspended operations, ours still employs a full quota of hands. So much for solid contractors—a financial flurry does not disturb them.—*Rockbridge (Va.) Citizen.*

Bona Fide Holders of Irregular Bonds.

The Supreme Court of Missouri, in a suit between Clarke county and holders of bonds issued in the name of the county to the Alexandria and Bloomfield Railroad, have decided in favor of the bondholders. It was pleaded by the county that the bonds were not issued according to law, and no vote of the people authorized them, the subscription having been made by the county court after two refusals of the people on a vote to subscribe. The chief ground on which the decision is based is that even though there may have been informalities and irregularities connected with the issue of the bonds, which might be successfully pleaded as against the county judges issuing them, or the company receiving them, these irregularities are of no value when pleaded as against a bona fide third party into whose hands they have passed.

At the annual meeting of the Connecticut Western Railroad Company, held in Hartford, Conn., on the 18th inst., the following directors were elected: W. H. Barnum, A. H. Holley of Salisbury, G. M. Bartholomew, A. E. Burr, N. B. Stevens, C. R. Chapman and J. B. Bunce of Hartford, Byron Loomis of Suffield, W. L. Gilbert and George Dudley of Winsted, E. T. Butler of Norfolk, Frederick Watson of Canaan and G. H. Brown of Washington Hollow, N. Y.

A special statement of the condition of the Pacific Mail Steamship Company, made to the new board of directors, shows receipts from May 1 to Oct. 1, 1878, to be \$3,012,300, and expenditures \$2,950,555, leaving a balance of nearly \$62,000 as earnings in five months. In this exhibit it is understood that no allowance is made for insurance or for wear and tear.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,154	95,828	121,709	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,987	81,396	96,481	106,885	164,729	258,490	251,832	262,770	280,422	286,562	342,743	2,300,767
1869	218,982	301,808	301,808	485,048	568,270	556,080	532,657	511,854	409,788	479,642	536,369	467,659	6,070,882
1870	413,104	394,176	488,332	688,768	768,730	729,274	788,100	807,816	787,184	823,447	777,513	589,092	7,996,116
1871	485,490	536,499	614,447	720,929	892,341	795,176	869,297	1,006,378	906,922	981,000	897,254	672,358	9,467,072
1872	592,223	671,836	875,768	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285,567	1,299,000	1,072,125	12,900,126
1873	562,820	691,015	974,490	1,132,920	1,366,378	1,318,790	1,211,768	1,268,500	1,392,125	1,428,876	.....	.....	.....
Chicago and Alton:													
1867	245,787	167,532	235,951	282,165	295,510	242,388	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	276,140	267,094	270,121	303,342	384,504	404,012	558,101	488,196	563,748	409,569	381,701	4,608,643
1869	316,099	389,727	389,727	328,390	345,833	402,854	351,045	498,232	408,212	397,518	340,861	340,861	4,681,563
1870	281,109	316,087	342,897	348,039	408,686	408,686	418,709	406,881	497,519	475,608	441,197	404,284	4,849,406
1871	353,235	342,369	384,999	398,964	461,290	468,097	538,555	534,183	507,617	473,227	455,007	377,687	5,176,910
1872	371,708	332,902	373,217	379,879	409,284	419,196	485,862	559,882	497,261	460,756	451,318	352,004	5,168,326
1873	352,568	402,477	424,614	412,218	426,315	482,206	481,569	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1867	.....	.....	.....	.....	.....	206,100	281,384	296,169	473,188	551,122	435,945	407,688	2,811,544
1868	278,876	317,839	390,355	421,363	466,800	565,145	490,710	519,308	609,905	729,769	716,378	563,400	6,114,566
1869	482,164	499,298	468,358	585,023	646,770	747,942	708,091	767,508	946,707	862,083	764,671	647,842	7,970,490
1870	523,566	399,917	523,845	537,519	568,948	925,953	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1871	574,664	774,230	774,230	895,712	895,712	888,214	1,063,237	1,448,942	1,541,047	1,211,530	1,001,987	838,471	11,632,789
1872	724,890	907,478	850,192	1,094,597	1,211,150	1,180,938	1,076,674	1,251,940	1,507,479	1,670,067	1,107,084	845,708	13,558,467
1873	830,287	1,142,166	1,142,166	1,298,444	1,251,951	1,157,056	1,037,974	1,305,673	1,507,479	1,670,067	1,107,084	845,708	13,558,467
1874	700,025	763,782	863,350	929,077	1,177,897	1,139,284	1,154,393	1,227,513	1,259,282	1,306,838	1,087,964	773,494	12,203,403
1875	774,094	787,641	1,094,101	1,094,101	953,899	851,846	1,092,337	1,281,574	1,047,818	1,008,235	865,422	11,008,277	12,272,645
1876	774,868	714,122	846,394	900,376	1,074,779	1,070,460	1,029,558	1,196,700	1,363,304	1,433,948	1,067,387	896,780	12,272,645
1877	759,468	766,249	987,258	1,084,023	1,256,072	1,309,578	1,240,987	1,284,094	1,071,448	1,451,827	.....	.....	.....
Cleveland, Col. & Indianapolis:													
1867	245,206	238,160	242,009	236,485	193,959	308,096	218,247	271,425	287,451	293,296	262,798	230,061	2,918,342
1868	204,112	180,840	239,622	247,661	241,456	259,408	258,287	341,783	320,025	293,015	271,555	242,021	3,096,936
1869	226,897	226,897	246,046	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,278,719
1870	273,761	315,149	295,460	281,491	288,775	314,850	360,769	374,671	358,723	340,625	317,773	3,765,348	4,472,025
1871	372,974	381,113	373,619	373,619	341,104	326,268	401,252	417,325	459,681	389,880	388,743	.....	.....
1872	408,849	465,517	432,928	394,486	340,675	361,576	426,283	406,922	.....	.....	.....	.....	.....
1873	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,654	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1874	1,332,994	1,294,076	1,460,174	1,548,813	1,776,324	1,493,931	1,550,023	1,626,243	1,643,474	1,743,752	1,704,374	1,392,615	18,694,096
1875	1,316,831	1,329,422	1,515,382	1,541,958	1,754,821	1,717,592	1,686,384	1,714,570	1,643,474	1,743,752	1,704,374	1,392,615	18,694,096
Illinois Central:													
1867	647,130	624,871	417,071	440,271	477,027	516,493	526,242	709,327	738,580	823,901	727,810	613,329	7,160,992
1868	536,165	444,443	518,800	572,561	628,249	649,714	794,325	889,967	951,580	1,011,580	856,401	681,041	7,517,629
1869	660,138	624,698	709,945	698,282	640,975	778,281	696,228	841,363	979,401	914,408	814,413	696,677	8,222,482
1870	661,789	601,326	655,087	684,589	721,647	827,216	899,052	901,235	909,052	901,235	811,708	697,751	8,978,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	640,142	8,401,142
1872	687,436	531,627	575,393	559,871	648,956	659,383	608,846	783,255	744,782	851,693	696,476	699,063	8,026,764
1873	580,493	562,949	651,962	644,035	687,630	724,983	672,917	748,634	876,413	783,673	.....	.....	.....
Kansas Pacific:													
1867	183,073	152,264	267,411	303,915	306,944	286,066	282,723	332,555	361,446	387,999	303,305	210,197	3,321,518
1868	189,608	191,738	300,783	322,875	341,843	322,559	329,838	377,302	349,468	449,418	314,613	225,240	3,095,183
1869	150,567	194,786	300,719	362,300	382,764	312,614	323,231	328,189	333,785	392,610	.....	.....	.....
1870	1,082,595	1,076,112	1,312,617	1,217,339	1,190,053	1,140,916	1,130,847	1,295,269	1,368,949	1,402,587	1,345,316	1,235,285	14,797,975
1871	1,339,389	1,294,710	1,498,048	1,528,250	1,479,945	1,323,476	1,226,708	1,469,360	1,635,691	1,764,788	1,568,424	1,483,480	17,591,629
1872	1,412,368	1,549,285	1,735,738	1,694,543	1,680,908	1,585,365	1,451,762	1,582,531	1,776,420	1,742,616	.....	.....	.....
Marietta and Cincinnati:													
1867	92,488	51,599	98,482	108,461	95,416	95,924	108,413	126,566	121,519	125,065	119,169	121,408	1,294,095
1868	91,666	91,666	101,526	111,033	118,648	114,496	129,388	140,473	132,569	131,019	109,629	1,390,522	1,390,522
1869	90,177	90,177	106,246	110,213	111,117	111,117	113,407	132,099	163,551	144,028	141,376	1,418,869	1,418,869
1870	130,888	126,224	140,740	113,173	119,650	115,115	118,572	127,341	166,191	175,438	172,697	169,820	1,990,714
1871	152,577	142,408	160,784	146,588	158,717	164,587	149,550	162,521	191,841	180,977	207,911	204,196	2,020,927
1872	170,023	162,565	180,467	190,562	185,683	185,953	181,868	173,469	208,514	.....	.....	.....	.....
Michigan Central:													
1867	384,120	320,686	386,527	411,514	405,646	366,023	329,950	353,569	473,540	490,772	448,419	374,542	4,744,164
1868	387,992	329,128	384,431	412,030	404,283	383,187	329,891	378,880	467,990	511,447	453,873	387,827	4,756,958
1869	418,755	442,066	488,980	470,703	480,847	422,015	529,890	628,600	582,892	517,434	607,050	5,940,102	5,940,102
1870	411,113	384,058	449,453	485,560	487,282	398,300	402,084	460,101	536,608	461,907	487,603	464,163	5,608,117
1871	440,261	467,314	566,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	366,228	321,303	333,598	486,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6,517,646
1868	454,590	380,400	420,951	460,288	630,844	678,923	566,631	525,647	724,732	1,040,102	801,136	496,561	7,250,089
1869	396,171	382,823	377,071	443,182	730,700	755,737	696,434	661,020	898,318	908,313	794,014	629,768	7,420,421
1870	396,760	327,481	400,149	483,884	662,368	658,017	451,113	606,557	815,346	841,150	644,625	473,296	6,990,696
1871	460,986	387,565	426,223	474,183	580,432	547,769	488,348	565,729	811,961	950,945	702,588	616,787	6,967,771
1872	334,715	423,716	555,005	569,236	808,799	925,210	834,341	767,803	1,193,209	1,012,669	.....	.....	.....
Pacific of Missouri:													
1867	194,112	207,302	294,302	278,247	264,273	249,249	184,411	262,515	350,613	329,243	298,768	271,207	3,184,282
1868	202,447	202,447	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,658	258,108	3,438,930
1869	212,006	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,562	3,690,696
1870	254,319	238,823	303,594	305,755									

Steam on the Canals.

The Buffalo Courier says that the use of steam on the canals is no longer a mere experiment. Continued tests prove that it is already adopted practically and profitably. Complaints are universally made by those who have charge of the steamboats that the men on horse-boats, foolishly fearing their occupation is in danger, will not divide the channel with the steamers and give a fair chance. If the present regulations, firmly enforced, are insufficient to put an end to these unjust and injurious practices, the Canal Board ought, and undoubtedly will, during the ensuing winter, establish new and ample rules to meet the new exigency.

The Internal Revenue receipts of the United States Treasury for the fiscal year ending June 30th last were \$113,504,012, compared with \$130,890,096 for the previous year—a decrease of \$17,386,084. From spirits, the taxes collected amounted to \$52,099,371—an increase over the previous year of two and a half millions; from fermented liquors, \$9,324,937—an increase of over a million; and from tobacco, \$34,386,303—an increase of not quite a million. The taxes on banks and bankers yielded \$3,771,031—a decrease of nearly a million. The revenue from stamps was cut down over eight millions—yielding \$7,130,933; whilst the miscellaneous imposts, paid during the portion of the year they were in force \$6,329,782.

The receipts of the Central Railroad Company of New Jersey for the ten months ending October 31, 1873, were \$7,479,896 16, the expenses \$3,586,028 48, and the net earnings \$3,893,867 73. For the corresponding period of the previous year the earnings were \$6,003,232 21, the expenses \$3,536,992 42, and the net earnings \$2,466,239 79—showing an increase in earnings of \$1,476,663 95, with an increase in expenses of only \$49,036 01, making the increase in net earnings \$1,427,627 94. After providing for interest, taxes and all other charges, the net results of the business show ten per cent earned on the stock in ten months, of which four per cent was divided in July.

The Philadelphia Ledger reports the total anthracite coal tonnage for the week ending November 8, at 401,304 tons, and for the coal year 17,453,862 tons, against 16,781,740 tons to corresponding time last year, being an increase of 672,122 tons. The bituminous tonnage for the week is 78,672 tons, and for the year 2,875,547 tons, giving a total of all kinds for the week of 479,976 tons, and for the year of 20,329,409 tons, against 19,286,412 to same time last year, being an increase of 1,092,996 tons.

The receipts of the West Philadelphia Passenger Railway for the year ending October 31, 1873, were \$468,567 56, and the expenses \$358,674 40. The officers of the road are: President, John S. Morton; Treasurer, Samuel P. Hahn; Secretary, B. F. Stokes; General Superintendent, M. English; Assistant Superintendent, James T. Gorman.

The November interest on the bonds of the Richmond and Petersburg, Petersburg and Weldon, Richmond and Danville, and Piedmont Air-line Railroads has been promptly met.

Finances of New Jersey.

The commissioners of the New Jersey Sinking Fund report the total assets on the 31st of October at \$1,536,781, the increase for the year being \$76,736. At this rate the commissioners will soon be enabled to provide for the principal and interest of the public debt. The interest on registered and coupon bonds, due January and July, amounted to \$164,652, and has been paid, together with \$100,000 due January 1 on principal. The whole amount of debt to be provided for in gradual payments of \$100,000 per annum is \$2,710,000 and interest at six per cent per annum. The investments of the commissioners are made on the basis of three and a half per cent semi-annually.

Commerce of New York.

The foreign imports at New York for the month of October, 1872 and 1873, are officially stated as follows:

	1872.	1873.
Entered for consumption...	\$15,342,844	\$11,589,174
Do. for warehousing....	8,446,254	9,188,567
Free goods.....	6,867,654	6,498,173
Specie and bullion.....	262,946	9,869,869
Total entered at port...	\$30,919,698	\$37,145,783
Withdrawn fr. warehouse	11,699,337	7,861,494

The foreign imports at New York for ten months from January 1, were:

	1872.	1873.
Entered for consumption...	\$174,634,901	\$154,942,487
Do. for warehousing...	156,635,717	159,559,827
Free goods.....	44,866,612	74,458,390
Specie and bullion.....	5,265,429	13,771,361
Total entered at port...	\$381,202,659	\$352,732,065
Withdrawn fr. warehouse	139,562,819	104,701,744

Customs received at New York from January 1:

	1872.	1873.
1st quarter.....	\$42,124,009 14	\$35,758,538 97
2d quarter.....	31,698,700 62	26,222,977 68
3d quarter.....	39,860,443 27	33,991,737 39
In October.....	10,655,890 80	7,656,384 95
Ten months....	\$124,338,544 53	\$103,629,638 99

The exports from New York to foreign ports in the month of October, were:

	1872.	1873.
Domestic produce.....	\$24,874,195	\$30,609,745
Foreign free goods.....	108,660	103,781
Do. dutiable.....	641,894	533,312
Specie and bullion.....	4,729,143	2,107,447
Total exports.....	\$29,853,892	\$33,354,285
Do. exclusive of specie.	25,124,749	31,246,838

The exports from New York to foreign ports for ten months from January 1, were:

	1872.	1873.
Domestic produce.....	\$182,476,854	\$237,366,385
Foreign free goods.....	1,256,003	1,721,948
Do. dutiable.....	8,059,904	7,410,440
Specie and bullion.....	63,111,513	43,666,548
Total exports.....	\$254,904,274	\$290,165,321
Do. exclusive of specie.	191,792,761	246,498,773

The earnings of the St. Louis and South-eastern Railway Company (consolidated) during the month of October, 1873, were: St. Louis Division, \$76,466 09; Nashville Division, \$46,101 70—total, \$122,567 79. Earnings in October, 1872, \$114,433 35; increase, \$8,134 44.

The earnings of the New Bedford Railroad for the six months ending Sept. 30, were \$171,569, and the expenses \$101,213; net earnings, \$70,325. Interest, dividend and taxes amounted to \$49,978, which leaves a surplus of \$20,347.

It is proposed to re-organize the Wilmington and Western Railroad Company by forming a new company, with a capital stock of \$600,000 and a bonded debt of \$600,000. The present stock of the company is \$250,000, and its bonded debt is \$500,000, while the floating debt is \$80,000. The bondholders' proposition is to accept in lieu of its present bonds 75 per cent in the bonds of the new company, and 25 per cent in its stock. To the holders of the floating debt, it is proposed to pay 25 per cent of the amount due them, such payment being made in the stock of the new company at par, and it is also proposed to issue to the present stockholders, in place of their present stock, 25 per cent in the stock of the new company at par.

The Rutland Herald says that the Harlem Extension Railroad has been leased to the Central Vermont Railroad Company, the lease to take effect on the 1st of December, and then adds: "The Central Company propose to put on one or more through trains for New York at once if arrangements can be made with the Harlem Railroad Company to connect at Chatham, making a through line from Montreal, St. Albans and Burlington via Rutland and Harlem Extension Railroad. We are informed that Vanderbilt has signified his willingness to do anything reasonable, so that we may expect through trains to New York over this route in a short time."

The triennial assessment of the taxable property of Philadelphia, just made, shows the whole property subject to city tax is \$548,243,535, of which \$488,968,302 pays full city tax, \$29,881,385 pays suburban rate, and \$20,153,915 farm rate. Of this total all but \$9,250,000 are levied on real estate and money at interest. The report shows the nominally large amount of over \$58,000,000 exempt from taxation, principally made up of government and public property. The increase of taxable property since 1872 is over \$21,000,000.

A Davenport, Iowa, dispatch of November 3 to the Chicago Tribune, says that the attorneys for the holders of the bonds of the city of Muscatine have succeeded in exchanging some \$242,000 of the bonds of that city, issued mainly for the aid of railroads, the interest on which has not been paid for many years, for new Muscatine bonds, payable in 25 years, and bearing interest at 6 per cent, interest due and not paid being included in the bonded amount. Creditors not represented in this hold bonds aggregating \$100,000, which will no doubt be settled in the same manner.

The Costa Rica Congress has approved the new contract to enable the contractor, Mr. Henry Meiggs, to extend the railroad to the Pacific, which the old contract did not provide for, and the price of eight millions for the construction of the part from Port Limon to Alajuela would leave the contractor with a loss, which the acceptance of the new contract would enable him to make up.

The earnings of the Denver and Rio Grande (Narrow Gauge) Railway for the week ending November 7, 1873, were: freight, \$2,733 92; passengers, \$2,860 92—total, \$5,594 84. Same week last year, \$7,514 78.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.	13,280,000	J. & J.	July '73 31	Long Island.	3,000,000	M. & S.	May '73 10	Vermont and Mass.	2,800,000	M. & N.	May '73 2
Allegheny Valley	2,268,350	J. & J.	July '71 4	Louisv. Cin. and Lex.	1,623,483	J. & J.	July '69 3	Warren (N. J.)	1,800,000	J. & D.	Dec. '71 24
Atlanta and West Point.	1,232,200	J. & J.	July '71 4	..... pref.	848,700	J. & J.	July '73 4	Warwick Valley	225,000	A. & O.	Apr. '72 24
Atlantic and Gulf	3,693,200	J. & J.	July '71 31	Louisville & Nashville.	8,980,600	F. & A.	Aug. '73 4	West Jersey	1,200,000	F. & A.	Aug. '73 4
..... pref.	838,978	J. & J.	July '71 31	Louisv. N. Alb. & Chi.	3,000,000	J. & D.	Dec. '70 3	Winchester & Potomac.	180,000	J. & J.	Jan. '73 3
Atlantic and St. Law.	39,494,900	M. & S.	Mar. '73 2	Lowell and Lawrence.	200,000	A. & O.	Oct. '73 3	Winchester & Strasburg.	600,000	J. & J.	July '73 31
..... new 1870-100	1,500,000	.....	.....	Lykens Valley.	20	F. M. A. N.	Feb. '73 24	Worcester and Nashua.	1,400,556	J. & J.	July '73 31
Avon, Genesee & Mt. M.	194,250	A. & O.	Oct. '72 11	Macon and Western.	2,500,000	J. & J.	July '73 5				
Baltimore and Ohio.	13,151,962	M. & N.	Nov. '73 5	Maine Central.	3,400,500	.....	.....		
Washington Br.	1,650,000	A. & O.	Oct. '73 5	Manchester and Law.	1,000,000	M. & N.	Nov. '73 5				
Parkersburg Br. pref.	5,680,685	J. & J. & O.	Oct. '73 0	Marquette & Cincinnati.	1,372,881	.....	.....		
Berkshire.	600,000	J. & J. & O.	Oct. '73 0	..... 1st pref.	5,130,719	M. & S.	Sep. '64 3				
Blossburg & Corning.	250,000	J. & D.	Dec. '72 24	..... 2d pref.	4,460,388	M. & S.	Sep. '66 3				
Boston and Albany.	19,664,100	M. & N.	Nov. '73 5	Massachusetts.	400,000	F. & A.	Aug. '73 3				
Bos. Cin. & Fitchburg.	683,200	J. & D.	Dec. '72 3	Memphis & Charleston.	5,312,725	J. & D.	Jan. '69 3				
Agricultural Br. guar.	60,000	J. & D.	Dec. '72 3	Michigan Central.	18,738,204	J. & J.	Jan. '73 4				
Bost. Conn. & Mont.	800,000	M. & N.	Nov. '73 5	Mill Creek & Mineol.	323,375	J. & J.	July '73 5				
Boston and Lowell.	2,352,970	M. & N.	July '73 4	Milwaukee and St. Paul.	13,395,550	J. & J.	Dec. '70 7				
Boston and Maine.	6,816,807	M. & N.	May '73 4	..... pref.	10,826,777	F. & A.	Feb. '73 31				
Boston and Providence.	3,950,000	M. & N.	Nov. '73 5	M. Hill & Schuyl. Hav.	3,556,450	J. & J.	July '73 31				
Buffalo, N. Y. and Erie.	950,000	F. & A.	Aug. '73 31	Morris and Essex.	14,008,100	J. & J.	July '73 31				
Burlington and Mo. Riv.	5,630,000	M. & S.	Sep. '73 5	Nashua and Lowell.	800,000	M. & N.	Nov. '73 5				
..... pref.	1,486,906	M. & S.	Sep. '73 5	Naugatuck.	1,877,900	F. & A.	Aug. '72 54				
Camden and Amboy.	8,847,800	J. & J. O.	Oct. '73 24	Nesquehoning Valley.	1,000,000	M. & S.	Sep. '73 5				
Camden and Atlantic.	379,020	.....	.....	Newark and N. York.	977,400	J. & J.	July '73 31				
..... pref.	752,760	.....	.....	N. Bedford & Taunton.	500,000	M. & N.	May '73 4				
Cape Cod.	1,020,330	J. & J.	Jan. '72 24	N. Castle & Beaver Val.	1,800,000	J. & J. O.	Oct. '73 24				
Cape May and Millville.	447,000	J. & D.	Dec. '72 3	N. Haven & Northamp.	605,000	J. & J. O.	Sep. '73 3				
Chesapeake and Fogelsv.	428,000	Novemb.	Nov. '71 6	New Jersey.	7,295,200	J. & J. O.	Oct. '73 24				
Catawissa.	1,119,500	.....	.....	New London Northern.	1,418,800	J. & J.	July '73 5				
..... pref.	2,200,000	M. & N.	Nov. '73 31	N. Y. Cen. & Hudson R.	89,423,330	J. & J. O.	Oct. '73 4				
Cayuga and Susq.	689,116	J. & J.	July '73 4	New York and Harlem.	8,500,000	J. & J.	July '73 4				
Cedar Rapids & Mo. R.	6,850,400	M. & N.	Nov. '73 1	..... pref.	1,500,000	J. & J.	July '73 4				
..... pref.	709,000	F. & A.	Aug. '73 31	N. Y., N. H. & Harf.	15,500,000	J. & J.	July '73 6				
Central of Georgia.	4,666,800	J. & J.	July '73 5	N. Y. Provid. & Boston.	2,000,000	J. & J. O.	Oct. '73 24				
Central of New Jersey.	20,000,000	J. & J. O.	July '73 4	Nig. Bridge & Oxnard.	1,000,000	J. & J.	Jan. '73 3				
Central Ohio.	2,425,000	J. & D.	June '73 3	North Carolina.	4,000,000	.....	.....		
..... pref.	400,000	J. & D.	June '73 3	N. Eastern (N. C.) pref.	111,000	.....	.....		
Central Pacific.	54,275,600	.....	Sep. '73 3	North Pennsylvania.	3,150,150	.....	.....		
Chemung.	380,000	J. & J. O.	Sept. '73 11	Northern Central.	5,842,000	M. & S.	Nov. '73 3				
Cheshire, preferred.	2,100,000	J. & J.	July '73 2	N. rthern N. Hampsh.	3,068,400	J. & D.	Dec. '73 4				
Chicago and Alton.	8,929,900	M. & S.	Sep. '73 5	Northern New Jersey.	1,000,000	J. & J.	July '73 4				
..... pref.	2,425,400	M. & S.	Sep. '73 5	Norwich & Worcester.	2,323,400	J. & J.	July '73 5				
Chicago, Burl. & Quincy.	18,662,910	M. & S.	Sep. '73 5	Ogdensb. & L. Champ.	3,077,800	J. & J.	Jan. '73 3				
Chicago, Iowa & Nebras.	3,916,300	J. & J.	July '73 4	..... pref.	2,000,000	J. & O.	Oct. '73 4				
Chicago & N. Western.	15,033,480	J. & D.	Dec. '72 31	Ohio and Mississippi.	19,995,847	J. & J. O.	June '72 31				
..... pref.	21,289,568	J. & J.	July '73 31	..... pref.	4,024,474	J. & D.	June '72 31				
Chicago, R. I. & Pacific.	19,000,000	A. & O.	Nov. '73 4	Oil Cr. & Allegheny R.	4,259,450	J. & J. O.	July '73 3				
Cin. Ham. & Dayton.	3,500,000	A. & O.	Apr. '73 4	Old Colony & Newport.	6,297,900	J. & J.	July '73 31				
Cin. Sand. and Cleve.	2,980,650	.....	.....	Oswego and Syracuse.	482,400	J. & J.	Aug. '73 1				
..... pref.	429,046	M. & N.	Nov. '73 2	Pacific of Missouri.	3,635,750	.....	.....		
Clev. Col. Cin. & Ind.	14,981,375	F. & A.	Aug. '73 31	Panama.	7,000,000	J. & J. O.	Oct. '73 3				
Cleveland & Mahoning.	2,057,560	M. & N.	May '73 31	Paterson and Hudson.	630,000	J. & J.	July '73 4				
Cleveland & Pittsburg.	11,236,150	F. M. A. N.	Nov. '73 11	Paterson and Newark.	500,000	J. & J.	July '73 3				
Colum. & Ind. Cen.	13,000,000	M. & S.	Sep. '73 5	Paterson and Ramapo.	743,000	J. & J.	July '73 3				
Columbus and Xenia.	1,786,800	M. J. S. D.	Sep. '73 2	Pember. & Hightstown.	542,150	J. & J.	July '73 3				
Colum. & Hocking Val.	2,500,000	F. & A.	Aug. '73 5	Pennsylvania.	72,000,000	M. & N.	Dec. '73 5				
Concord and Ports.	350,000	F. & A.	July '73 24	Peoria & Bureau Val.	1,200,000	J. & J.	Aug. '73 4				
Concord & Passaic Riv.	2,100,000	F. & A.	Aug. '73 3	Philadelphia and Erie.	6,004,300	F. & A.	Aug. '73 4				
Connecticut River.	11,850,000	J. & J.	July '73 5	..... pref.	2,400,000	J. & J.	July '73 4				
Cumberland Valley.	1,404,250	A. & O.	Apr. '73 4	Phil. Ger. & Norristown.	1,628,250	M. J. S. D.	Sep. '73 3				
Danbury and Norwalk.	400,000	M. J. S. D.	Dec. '71 4	Philadelphia & Reading.	3,624,375	J. & J.	July '73 5				
Delaware.	1,230,941	J. & J.	July '73 3	..... pref.	1,551,900	J. & J.	July '73 5				
Del. Lackaw. & Westn.	18,888,595	J. & J. O.	July '73 5	Phila. and Trenton.	1,250,100	J. & J. O.	Oct. '73 24				
Detroit & Milwaukee.	822,140	.....	.....	Phila. W. & Balt.	11,485,750	J. & J.	July '73 4				
..... pref.	2,005,000	J. & J.	Dec. '60 7	Pittab. W. & Chi.	19,714,285	J. & J. O.	Oct. '73 11				
Dubuque & Sioux City.	5,000,000	J. & J.	Oct. '72 3	..... Special Imp.	2,000,000	J. & J. O.	Oct. '73 11				
East Pennsylvania.	1,509,200	J. & J.	July '73 3	Pittsfield & N. Adams.	41,000	J. & J.	July '73 2				
East Mahoning.	392,950	J. & J.	July '73 3	Portland and Kennebec.	618,700	J. & J.	Jan. '72 3				
Eastern (Mass.)	4,202,600	J. & J.	July '73 3	Yarmouth certificates.	202,400	A. & O.	Apr. '72 3				
Eastern (N. H.)	492,500	J. & J.	July '73 3	Port. Saec. & Portsm.	1,500,000	J. & J.	July '73 5				
Elmira, Jof. & Canand.	500,000	F. & A.	Aug. '73 21	Providence & Worcester.	2,000,000	J. & J.	July '73 5				
Elmira & Williamsport.	500,000	M. & N.	Nov. '73 31	Raleigh and Gaston.	1,500,000	J. & J.	July '71 6				
..... pref.	500,000	J. & J.	July '73 31	Rensselaer & Saratoga.	6,000,000	J. & J.	July '73 4				
Erie Railway.	78,000,000	.....	.....	Roch. & Genesee Val.	557,500	J. & J.	July '73 4				
..... pref.	6,534,910	.....	.....	Rome, Watert. and Ogd.	2,993,900	J. & J.	July '73 31				
Erie and Pittsburgh.	1,090,250	M. J. S. D.	Sep. '73 11	Rutland.	2,700,000	F. & A.	Aug. '73 4				
Fitchburg.	4,000,000	J. & J.	July '73 4	..... pref.	4,000,000	F. & A.	Aug. '73 4				
Georgia.	4,166,000	J. & J.	July '72 4	St. Croix and Penobscot.	100,000	J. & J.	July '71 2				
Grand River Val. guar.	1,000,000	.....	.....	St. L. Al. & T. Haute.	2,300,000	.....	.....		
Grand Trunk (Can.)	14,367,946	.....	.....	..... pref.	2,040,000	.....	.....		
Great Western (Can.)	19,237,404	A. & O.	Oct. '73 21	St. Louis and Iron Mt.	10,000,000	.....	May '68 7				
Hannibal & St. Joseph.	4,151,700	F. & A.	Aug. '70 31	St. L., Kan. C. & North.	12,000,000	F. & A.	Feb. '73 3				
..... pref.	6,078,224	Annual	Aug. '70 7	..... pref.	12,000,000	.....	.....		
Hanover Branch (Pa.)	116,850	M. & N.	Nov. '73 5	Saratoga and Schenec.	300,000	A. & O.	Oct. '73 31				
Harlem Extension.	4,000,000	.....	.....	Schuylkill Valley.	576,050	J. & J.	July '73 21				
Harrisburg & Lancaster.	1,182,500	J. & J.	July '73 31	Seaboard and Roanoke.	1,151,400	J. & J.	Nov. '70				
Housatonic, pref.	1,490,000	J. & J.	July '73 4	Shamokin V. & Pottav.	899,450	M. & N.	Aug. '73 3				
Huntingdon & B'd Top.	830,000	J. & J.	July '73 4	Shore Line.	995,800	F. & A.	Jan. '72 54				
..... pref.	450,750	J. & J.	July '68 31	South Branch (N. J.)	438,300	J. & J.	Jan. '72 54				
Illinois Central.	25,280,510	F. & A.	Aug. '73 5	South Carolina.	5,819,275	F. & A.	Feb. '72 1				
Indianapolis, Cin. & Laf.	7,885,497	M. & S.	Sep. '67 4	South Western (Ga.)	5,339,900	F. & A.	Feb. '73 4				
Iowa Falls & Sioux City.	4,628,000	J. & J.	Jan. '66 5	Staten Island.	600,000	J. & J.	July '67 4				
Jefferson, Ind. & Ind.	2,000,000	J. & J.	Jan. '66 5	Stockbridge and Pitts.	445,700	J. & J.	Jan. '72 31				
Joliet and Chicago.	1,500,000	J. & J. O.	Oct. '73 11	Stony Brook.	287,300	M. & N.	May '72 5				
Joliet & North Indiana.	300,000	J. & J.	July '73 4	Summit Branch.	2,502,250	F. & A.	Feb. '73 3				
Lake Shore & Mich. Ro.	49,466,500	F. & A.	Aug. '73 5	Sussex (N. J.)	317,870	J. & J.	Jan. '73 24				
..... guar.	533,500	F. & A.	Aug. '73 5	Syr. Bingham. & N. Y.	1,074,150	J. & J.	July '73 4				
Lawrence.	200,200	.....	.....	Taunton Branch.	500,000	J. & J.	Jan. '73 6				
Leeds and Farmington.	600,000	J. & J.	Jan. '72 3	Terro Haute & Indiana.	1,988,150	J. & J.	Jan. '73 6				
Lehigh & Susquehanna.	8,739,800	M. & N.	May '67 5	Tol. Peo. & War. pref.	1,770,000	J. & J.	Jan. '70 11-4				
Lehigh Valley.	21,488,900	J. & J. O.	Oct. '73 21	Tol. Wab. & West. pref.	1,000,000	M. & N.	Nov. '73 3				
Little Miami.	8,871,480	J. & J. O.	Oct. '73 21	Troy and Greenbush.	274,400	J. & D.	Dec. '71				

NATIONAL AND STATE SECURITIES.

	Amounts outstand- ing.	Rate.	Payable.	Inter- est.	WHEN PAY- ABLE.	Market Price.		Amounts outstand- ing.	Rate.	Payable.	Inter- est.	PAY- ABLE.	Market Price.
National Securities Nov. 1, 1873.													
Loan of June 14, 1868.....registered	\$6,255,000	5	Jan. & July.	1874	112 1/2		Massachusetts—(\$30,712,882):						
Loan of February 8, 1861.....coupon	13,745,000	5	"	1874	112 1/2		.. State (public works) scrip, '72.....	706,000	5	Various.		72-80	100
Loan of February 8, 1861.....registered	13,762,000	5	Jan. & July.	1880	113 1/2		.. State (public works) scrip.....	364,000	5	June & Dec.		72-77	100
.. coupon	4,653,000	5	"	1880	114		.. Union Fund Loan, 1861.....	2,800,000	5	Jan. & July.		72-76	100
Oregon War Bonds of March 2, 1861.....coupon	945,000	5	Jan. & July.	1881	109 1/2		.. Union Fund Loan, 1862.....	600,000	5	"		77-78	100
Loan of July 17, and Aug. 6, 1861.....registered	125,661,400	5	Jan. & July.	1881	113 1/2		.. Coast Defense Loan, 1863.....	888,000	5	"		1883	97
.. coupon	63,659,950	5	"	1881	114		.. Bounty Loan, 1864.....	4,379,580	5	May & Nov.		1894	99
Loan of Feb. 25, 1862 (5-20s).....registered	17,699,800	5	May & Nov.	1882	108 1/2		.. Bounty Loan, 1864, \$826,600 stg.....	4,000,744	5	"		1894	99
.. coupon	170,227,150	5	"	1882	108 1/2		.. War Loan (5-20) cur. 1866.....	2,551,500	5	Mar. & Sept.		1886	100
Loan of March 3, 1863.....registered	53,588,600	5	Jan. & July.	1881	113 1/2		.. R. R. & Hoosac T. bonds, £1,448,700 stg.....	1,175,451	5	April & Oct.		88-98	100
.. coupon	21,411,400	5	"	1881	114		.. R. R. & Hoosac Tunnel bonds, dollar.....	1,166,500	5	"		90-93	100
Loan of March 3, 1864 (5-20s).....registered	946,600	5	May & Nov.	1884	109		.. Loan (B. H. & Erie R. R.) £743,600 stg.....	3,599,024	5	Jan. & July.		1900	100
Loan of June 30, 1864 (5-20s).....registered	24,798,950	5	May & Nov.	1884	109		Michigan—(\$2,332,293):						
.. coupon	33,286,050	5	"	1884	109 1/2		.. Canal Bonds, 1859.....	81,000	5	Jan. & July.		1879	100
Loan of March 3, 1865 (5-20s).....registered	33,907,700	5	May & Nov.	1885	109 1/2		.. \$2,000,000 Loan Bonds, 1863.....	446,000	5	"		1873	100
.. coupon	118,917,150	5	"	1885	110		.. \$2,000,000 Loan Bonds, 1863.....	431,000	5	"		1878	96
.. 2d series (5-20s).....registered	55,691,000	5	Jan. & July.	1885	112 1/2		.. \$2,000,000 Loan Bonds, 1863.....	718,000	5	"		1883	100
.. coupon	146,942,100	5	"	1885	112 1/2		.. Renewal Bonds, 1858.....	465,000	7	May & Nov.		1890	100
.. 3d series (5-20s).....registered	87,120,950	5	Jan. & July.	1887	113		.. Bounty (War) Bonds, 1865.....	160,000	5	Jan. & July.		1878	100
.. coupon	223,533,250	5	"	1887	113 1/2		Minnesota—(\$500,000):						
.. 4th series (5-20s).....registered	13,715,500	5	Jan. & July.	1888	112 1/2		.. Sioux War Bonds, 1862.....	100,000	7	May & Nov.		1872	100
.. coupon	23,758,500	5	"	1888	112 1/2		.. State Building Bonds, 1867-'68 and '69.....	250,000	7	Jan. & July.		77-79	100
Loan of March 3, 1864, (10-40s).....registered	140,545,200	5	Mar. & Sept.	1904	108 1/2		.. Railroad Bonds (suspended) 1858.....	2,275,000	10	June & Dec.		1883	100
.. coupon	54,022,100	5	"	1904	107 1/2		Missouri—(\$17,669,000):						
Consols of July 14, '70 & Jan. 20, '71 registered	162,667,700	5	F. M. A. & N.	1881	110		.. State Bonds, proper, 1865-'68.....	439,000	5	Jan. & July.		82-90	50 1/2
.. coupon	112,047,300	5	"	1881	108		.. Railroad Loans Bonds, 1854-'66.....	1,589,000	5	"		87-88	100
Consols registered	.....	4 1/2	F. M. A. & N.	1886	110		.. S. W. Br. of Pacific R. R. bonds, guar.....	11,496,000	7	"		74-90	98 1/2
.. coupon	.....	4 1/2	"	1886	110		.. State Bonds, funding, 1867-'68.....	2,727,000	5	"		76-91	100
Consols registered	.....	4	F. M. A. & N.	1901	100		Nevada—(\$600,000):						
.. coupon	.....	4	"	1901	100		.. State Bonds, for floating debt.....	600,000	10	Mar. & Sept.		72-87	100
Dem. Cer. of Mar. 2, '67, and July 25, '68, (cur.)	.....	3	.....	.....	.....		New Hampshire—(\$2,405,400):						
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	.....	.....		.. War Loan Bonds, July 1, 1861.....	812,000	5	Jan. & July.		71-78	98 1/2
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	.....	.....		.. War Loan Bonds, July 1, 1864.....	600,000	5	Mar. & Sept.		84-89	97 1/2
Pacific R. R. Bonds.....(currency)	64,623,512	4	Jan. & July.	1875	110		.. War Loan Bonds, Oct. 1, 1866.....	750,000	5	April & Oct.		72-74	98 1/2
U. S. Notes and Fractional Currency.....	408,908,198	nil.	.....	.....	.....		New Jersey—(\$2,896,200):						
State Securities, latest dates.													
Alabama—(\$15,42,000):							.. War Loan Bonds, 1861, tax free.....	1,200,000	5	Jan. & July.		73-84	104 1/2
.. Bonds (old and extended), 1866 and '72.....	2,582,800	5	May & Nov.	81-92	46		.. War Loan Bonds, 1863, tax free.....	1,002,000	5	"		86-96	100
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	86-92	84 1/2		.. War Loan Bonds, 1864, tax free.....	584,400	5	"		97-02	100
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	"	0-91	100		New York—(\$38,121,600):						
.. Railroad Bonds endorsed, 1870 and '71.....	13,600,000	8	"	90-91	100		.. General Fund Stock.....	900,000	5	J. A. J. & O.		1875	100
Arkansas—(\$8,800,000):							.. General Fund Stock.....	800,000	5	"		1878	100
.. Funded Bonds, 1869 and '70.....	2,850,000	5	Jan. & July.	99-00	38		.. General Fund Stock.....	248,107	5	"		pleas.	100
.. Levee Bonds, 1871.....	2,185,000	7	"	1901	100		.. General Fund Stock.....	1,189,780	5	"		pleas.	100
.. Deficiency Bonds, 1872.....	300,000	7	"	1892	100		.. Canal Stock.....	1,103,420	5	"		1874	100
.. Railroad Aid Bonds, 1869 '70 and '71.....	5,466,000	7	April & Oct.	89-91	100		.. Canal Stock.....	7,408,000	5	"		72-73	107
California—(\$3,31,500):							.. Canal Stock.....	2,672,000	5	"		74-75	100
.. Civil Bonds 1867 and '68.....	2,108,000	7	Jan. & July.	77-80	117		.. Canal Stock.....	880,000	5	"		1877	100
.. Bounty and Relief Bonds, 1863 and '64.....	954,500	7	"	78-85	117		.. Bounty Loan Bonds, 1867, registered.....	10,675,000	7	Jan. & July.		1877	104
.. State Capital Bonds, 1871.....	250,000	7	"	1891	100		.. Bounty Loan Bonds, 1867, coupon.....	1,872,000	7	"		1877	104
Connecticut—(\$5,767,500):							North Carolina—(\$29,900,045):						
.. War Loan, July 1, 1861, (10-20s).....	706,700	5	Jan. & July.	1871	100		.. State (old) Bonds 1848 to 1860.....	4,738,000	5	Jan. & July.		72-92	18
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	5	"	83-84	99		.. State (old) Bonds 1848 to 1860.....	3,639,000	5	April & Oct.		72-92	100
.. War Loan, Oct. 1, 1864 (10-30s).....	935,500	5	April & Oct.	1874	100		.. State (new) Bonds, 1867 to 1870.....	3,009,045	5	Jan. & July.		92-98	16
.. War Loan, Oct. 1, 1865 (20s) tax free.....	1,741,100	5	"	1885	100		.. State (new) Bonds, 1867 to 1870.....	1,839,000	5	April & Oct.		92-95	100
Florida—(\$3,728,865):							.. Funding (Debt) Bonds, 1866.....	2,417,400	5	Jan. & July.		1900	17
.. Convention Bonds 1868.....	30,000	5	April & Oct.	1888	100		.. Funding (Interest) Bonds 1868.....	1,821,400	5	April & Oct.		1878	15 1/2
.. Bonds, 1868-'69.....	191,000	5	Various.	98-99	100		.. Special Tax Bonds.....	11,407,000	5	"		93-99	14
.. Bonds, 1871.....	210,000	7	Various.	1901	100		Ohio—(\$3,022,721):						
.. Loan to Jack, Pensa, & Mob. R. R., 1870.....	4,000,000	5	Jan. & July.	1900	100		.. Loan of 1860 Bonds, skg f'd.....	882,894	5	Jan. & July.		1870	100
Georgia—(\$10,494,500):							.. Loan of 1860 Bonds, skg f'd.....	1,600,000	5	"		1875	99
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '45.....	896,000	5	Various.	73	100		.. Loan of 1860 Bonds, skg f'd.....	1,495,309	5	"		1881	101
.. Bonds for W. & Atl. R. R. 1842 and 1843.....	276,500	7	Various.	72-74	100		.. Loan of 1860 Bonds, skg f'd.....	2,400,000	5	"		1886	100
.. Bonds for Atl. & Gulf R. R. '53, '59, '60 & '61.....	600,000	5	Feb. & Aug.	72-74	100		Oregon—(\$290,527):						
.. Bonds for Atl. & Gulf R. R., 1866.....	200,000	5	"	72-74	100		.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.		74-84	100
.. Bonds of Act of March 12, 1866.....	3,900,00	7	Jan. & July.	1886	100		.. Willamette Canal & Lock Bonds of 1870.....	200,000	7	"		1890	100
.. Bonds of Act of Sept. and Oct. 1870.....	4,880,000	7	Various.	1890	90		Pennsylvania—(\$23,272,956):						
.. Railroad endorsements, to July 1872.....	12,000,000	7	Various.	90-92	84		.. Loan of Feb. 1867 (5-10s).....	92,550	5	Feb. & Aug.		72-73	100
Illinois—(\$2,133,634):							.. Loan of Feb. 1867 (5-10s).....	3,780,550	5	"		72-77	100
.. Interest Bonds, inscribed stock, 1847.....	971,834	5	Jan. & July.	1878	100		.. Loan of Feb. 1867 (5-10s).....	90,400	5	"		77-82	100
.. Refunded Stock Bonds, 1859.....	348,000	5	"	77-78	100		.. Loan of Feb. 1867 (10-15s).....	7,590,550	5	"		77-82	104 1/2
.. Thornton Loan Bonds, 1861.....	102,000	5	"	1880	100		.. Loan of Feb. 1867 (15-25s).....	723,950	5	"		82-92	100
.. War Loan Bonds, 1861.....	417,000	5	"	1880	100		.. Loan of Feb. 1867 (15-25s).....	9,271,850	5	April & Oct.		1870	100
.. Chicago Relief Bonds, 1871.....	250,000	5	May & Nov.	1881	100		.. Inclined Plane Loan, of April 1849.....	400,000	5	Feb. & Aug.		1871	100
Kansas—(\$1,350,076):							.. State Stocks (old).....	1,997,050	5	"		77-78	100
.. State Bonds (various) 1863 to 1864.....	110,675	5	"	83-84	1								

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Brunswick and Albany:						
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	1st Mort.(gold)end. by Ga.tax fr.	\$3,630,000	6	April & Oct.	New York.	1908	....
Alabama Central:							2d Mort. sinking fund gold.....	2,360,000	7*	" "	" "	1893	....
1st Mortgage.....	1,500,000	8	Jan. & July.	New York.	1901	....	Buffalo, Bradford and Pittsburg:						
Alabama and Chattanooga:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, guar. by Ala.....	16,000pm	6*	Jan. & July.	New York.	1889	....	Buffalo, Corry and Pittsburg:						
2d Mortgage.....	9,000pm	8	" "	" "	1889	....	1st Mortgage.....	700,000	7	March & Sept.	New York.	1886	....
Alabama and Georgia:							Buffalo, New York and Erie:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	92
Albany and Susquehanna:							Buffalo, New York & Phila.:						
1st Mortgage.....	1,800,000	7	Jan. & July.	New York.	1888	100	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1896	....
2d Mortgage.....	2,000,000	7	April & Oct.	" "	1885	91	Burlington, Cedar Rapids & Minn.:						
3d Mortgage.....	399,000	7	May & Nov.	" "	1881	92	1st Mortgage coin or stg skg Pd.....	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	23
Albany Loan.....	1,000,000	6	" "	Albany.	1895	....	Burlington and Missouri River:						
Alexandria and Fredericksburg:							Land and R. R. Mortgage.....	5,068,350	7	April & Oct.	Boston.	1893	94
1st Mortgage.....	1,000,000	7	June & Dec.	New York.	1896	....	Stock Bonds pref. 2d lien.....	600,000	7	Jan. & July.	" "	1875	....
Allegheny Valley:							Stock Bonds pref. 3d lien.....	1,200,000	8	" "	" "	1878	....
General Mortgage.....	4,000,000	7.3	Jan. & July.	New York.	1896	90	Stock (common) Bonds.....	980,000	8	April & Oct.	" "	1879	97
Special Mortgage to Penn.....	3,500,000	6	" "	Harrisburg.	....	87	Stock (common) Bonds.....	899,500	8	Jan. & July.	" "	1894	98
Androscongin:							Stock (common) Bonds.....	1,377,549	8	" "	" "	1889	....
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Burlington & Mo. Riv. in Neb.:						
Arkansas Central (narrow gauge):							1st Mortgage convertible.....	5,587,971	8	Jan. & July.	Boston.	1894	85
1st Mortgage.....	8,000pm	8*	Jan. & July.	New York.	1891	....	Burlington and Southwestern:						
Atchison and Nebraska:							1st Mortgage.....	20,000pm	8	May & Nov.	Boston.	1894	50
1st Mortgage.....	3,500,000	8	Jan. & July.	Boston.	1891	....	Cairo and Fulton (Arkansas):						
Atchison, Topeka and Santa Fe:							1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
1st Mortgage (gold).....	15,000pm	7*	Jan. & July.	Boston.	1899	87	Cairo and St. Louis (3 ft. gauge):						
Land Grant Mortgage (gold).....	7,500pm	7*	April & Oct.	" "	1902	....	1st Mortgage.....	2,250,000	7	April & Oct.	New York.	1901	....
Atlanta and Richmond Air Line:							Calro and Vincennes:						
1st Mortgage (guar. by Ga.).....	16,000pm	8	Jan. & July.	New York.	1900	88	1st Mortgage, gold.....	3,500,000	7*	April & Oct.	New York.	1901	....
Atlantic and Great Western:							California Pacific:						
1st Mortgage (gold).....	18,000,000	7*	Jan. & July.	London.	1902	....	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage (gold).....	12,000,000	7*	March & Sept.	" "	1902	....	Camden and Atlantic:						
3d Mortgage (gold) Income.....	29,000,000	7*	May & Nov.	" "	1902	....	2d Mortgage of 1884.....	500,000	7	April & Oct.	Camden.	1879	91
Atlantic and Gulf:							Camden and Burlington County:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....	Consolidated 1st Mortgage.....	383,000	6	Feb. & Aug.	Philadelphia.	1900	89
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....	Canada, Michigan and Chicago:						
1st Mortgage (S. Ga. & Fla. R. R.)	404,000	7	May & Nov.	" "	1888	....	1st Mort. (skg fd) for \$2,750,000.....	7	" "	New York.	....	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....	Canada Southern:						
Atlanta and Lake Erie:							1st Mort (skg fd) g'd for \$9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	65
1st Mort. (gold) for \$5,000,000.....	7*	Jan. & July.	New York.	1901	....	Carthage & Burlington (C. B. & Q.):							
Atlantic, Miss. and Ohio (428 m.):							1st Mortgage guar. and tax free.....	600,000	8	May & Nov.	New York.	1879	....
1st Mortgage for \$15,000,000.....	7	Jan. & July.	New York.	1901	....	Catawissa:							
Atlantic and North Carolina:							1st Mortgage (old).....	220,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage (new).....	1,300,000	7	" "	" "	1900	98
Atlantic and Pacific:							Chattel Mortgage.....	158,350	5	" "	" "	1890	61
Land Mortgage gold bonds.....	3,000,000	6*	Jan. & July.	New York.	1888	....	Cazenovia and Canastota:						
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
Atlantic and St. Lawrence:							Cedar Falls and Minnesota:						
1st Mortgage (sterling) of 1853.....	484,000	6*	May & Nov.	London.	1878	....	1st Mort. (C. F. to Waverly)....	294,000	7	April & Oct.	New York.	1884	....
2d Mortgage (sterling) of 1884.....	1,499,966	6*	April & Oct.	" "	1884	....	1st Mort. (W. to Minn. Line).....	1,377,000	7	Jan. & July.	" "	1907	20
3d Mortgage (sterling) of 1871.....	712,932	6*	May & Nov.	" "	1891	....	Cedar Rapids & Mo. Riv. (C. & N. W.):						
Bald Eagle Valley:							1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage 2d Div. \$10,000 p. m.	582,000	7	" "	" "	1894	87
2d Mortgage.....	100,000	7	" "	" "	1884	....	1st Mortgage 3d Div. \$16,000 p. m.	2,382,000	7	May & Nov.	" "	1916	84
Baltimore and Ohio:							Central Branch Union Pacific:						
Loan of 1855 '75.....	863,250	6	Jan. & July.	Baltimore.	1875	93	1st Mort. (Atch. & Pike's Peak).....	1,600,000	6*	May & Nov.	New York.	1895	....
Loan of 1850-80.....	579,500	6	" "	" "	1880	94	2d Mortgage Govern't subsidy.....	1,600,000	6	Jan. & July.	" "	1895	....
Loan of 1853-78.....	1,710,500	6	April & Oct.	" "	1885	92	Central of Georgia:						
Loan of 1855-90 (Balt.) skg fd.....	3,645,883	6	Jan. & July.	" "	1890	....	1st Mortgage.....	789,000	7	March & Sept.	New York.	1875	....
2d Mort. (N. W. Va. R. R.) assumed	3,788,752	6	March & Sept.	London.	1895	....	Central of Iowa:						
3d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	....	1st Mortgage, gold, \$16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	....
Baltimore and Potomac:							2d Mortgage, gold, \$4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
1st Mortgage.....	140,000	6	" "	" "	1885	95	Central of New Jersey:						
Baltimore and Falmouth:							2d (now 1st) Mortgage (balance).....	174,000	7	May & Nov.	New York.	1875	....
1st Mortgage (R. R.) gold guar.....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	Convertible bonds of 1872.....	1,725,000	7	" "	" "	1902	....
1st Mortgage (R. R.) gold guar.....	3,500,000	6*	April & Oct.	" "	1911	....	New Mortgage for \$5,000,000.....	5,000,000	7	Feb. & Aug.	" "	1890	100
Bangor and Piscataquis:							Loan of Lehigh & Nav. Co. (ass'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Bangor.	1899	....	Central Ohio (B. & O.):						
1st Mort. (Bangor loan) extens'n	122,000	7	" "	" "	1901	....	1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	85
Bay City and East Saginaw:							Central Pacific of California:						
1st Mort. guar. by F. & P. M. R. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	1st Mortgage, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	1895-99	90
Bedford and Bridgeport:							Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100
1st Mortgage.....	500,000	8	April & Oct.	Philadelphia.	1891	....	State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	100
Belfast and Moosehead Lake:							1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	1888-92	....
Belleville and Southern Illinois:							1st Mort. (S. Fr. Okld & Ala.)....	500,000	8*	" "	San Francisco	1890	....
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	90	1st Mort. (San Joaquin V. D.) gold	6,030,000	6*	April & Oct.	New York.	1900	....
Beloit and Madison (O. & N. W.):							Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
1st Mortgage.....	333,000	7	Jan. & July.	New York.	1888	....	Charleston and Savannah:						
Belvidere Delaware:							1st Mortgage guar. by S. Car.....	505,000	6	March & Sept.	Charleston.	1877	....
1st Mortgage (guar. by O. & A.)	1,000,000	6	June & Dec.	New York.	1877	95	Funded Interest on 1st Mort.....	157,400	7	" "	" "	1889	....
2d Mortgage (A. Co. and	492,500	6	March & Sept.	Princeton.	1885	81	Charlotte, Columbia & Augusta:						
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	" "	1887	75	1st Mortgage.....	2,100,000	7	Jan. & July.	New York.	1895	....
Blue Ridge (S. Car.):							Charters:						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1893	....	1st Mort., guar. by Penna.....	400,000	7	April & Oct.	Philadelphia.	1901	....
Boston and Albany:							Cheraw and Darlington:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	100	1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
Boston, Clinton and Fitchburg:							2d Mortgage dated Jan. 1, 1889.						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chester & Chicago Br. Junction: 1st Mort. for \$1,000,000 skg fund Chester and Tamaroa: 1st Mortgage..... Chester Valley: 1st Mortgage (in default)..... Chicago and Alton: 1st Mortgage, pref. sinking fund. 1st Mortgage..... 2d Mortgage Income..... 1st Mort. (St. L. & C.) assumed 2d Mort. (") Chicago, Burlington and Quincy: Trust Mortgage skg fund..... Trust Mortgage, skg fund conv. Trust Mortgage (Burl. to Peoria) 2d Mort. (Northern Cross) gold. Loan of 1872..... 1st Mort. (Am. Gen. R.R.) guar. 1st Mort. (Peo. & Han.) guar..... 1st Mort. (Keok. & St. Paul) guar. 1st Mort. (Dix., Peo. & Han.) guar 1st Mort. (Car. & Burl.) guar..... 1st Mort. (Quincy & War.) guar. 1st Mort. (O., O. & Fox Rv.) guar. 1st Mort. (Ill. Gr. Trunk) guar..... Chicago, Cincinnati and Louisv.: 1st Mortgage..... Chicago, Clinton & Dubuque: 1st Mort. guar. C., B. & Q..... Chicago, Danville and Vincennes: 1st Mortgage (Ill. Div.) gold.... 1st Mortgage (Ind. Div.) gold.... Chicago, Dubuque & Minnesota: 1st Mortgage guar. \$25,000 p. m. Chicago and Illinois Southern: 1st Mortgage for \$19,000 p. m.... Chicago and Iowa: 1st Mortgage for \$2,300,000..... Chicago, Iowa and Nebraska: 2d Mort. (now 1st) guar. C. & N.W. 3d Mort. (now 2d) guar. C. & N.W. Chicago and Northwestern: Preferred sinking fund (193 m.). Funded coupons (193 m.)..... General 1st Mortgage (193 m.).. Appleton Ext. (28 m. & 76,000 ac.) Green Bay Ext. (20m & 76,000 a.) Equipm't (Engs. & Cars \$400,000) 1st Mort. (Gal. & Chic. 248 m.).. 2d Mort. (Gal. & Chic. 248 m.).. Miss. Riv. Bridge (")..... Elgin & State Line (")..... 1st Mort. (Penninsula 79m. & land) Consol. skg fund (C. & N. W. Ry.) Consol. gold bonds for \$48,000,000 1st Mort. (Madison Exten.) gold 1st Mort. (Menominee Ext.) gold 1st Mort. (Chic. & Mil. R.R.) guar. 2d Mort. (Mil. & Chi. R. R.) guar. 3d Mort. (") guar. 1st Mort. (Chic. & Mil. R. W.) guar. 1st Mort. (Bel. & Mad. R. R.) guar. Chicago & Northern Pac. Air-L.: 1st Mort. (skg fd gold \$25,000pm) Chicago & Mich. Lake Shore: 1st Mort. of Sept. 1, '69, \$16,000pm 1st Mort. of Nov. 1, '71, \$16,000pm Chicago, Omaha and St. Joseph: 1st Mortgage for \$8,000,000..... Chicago and Paducah (C. B. & Q.): 1st Mortgage \$26,000 p. m. gold.. Chl., Pekin & Southw'm (C. B. & Q.) 1st Mortgage for \$1,600,000 gold. Chicago, Rock Island and Pacific: 1st Mortgage (O. & R. I.) balance 1st Mort. skg fund (C. R. I. & Pac.) Chl. & Southw'm (C. R. I. & Pac.): 1st Mort. gold, tax free, guar..... 1st Mortgage gold, Atchison Br. Chicago & Wisconsin Midland: 1st Mort. g'd skg fd for \$41,000,000 Chicago and Superior: 1st Mortgage (Mad. & Portage) g'd 1st M. (Chl. & Sup.) g'd \$5,000,000 Chillicothe & Brunswick: 1st Mort. guar. by St. L. K. C. & W. Cincinnati, and Baltimore: 1st Mort. guar. by B. & O. & M. & C. Cincinnati, Hamilton and Dayton: 1st Mort. of 1865..... 2d Mortgage of 1865..... 3d Mortgage of 1867..... Cincinnati and Indianapolis Junc.: 1st Mortgage..... 2d Mortgage..... 1st Mortgage (Newcastle Br.).. Cincinnati, Lafayette and Ohl.: 1st Mortgage..... Cin. & Martinsville (I.C. & L.F.): 1st Mortgage guaranteed..... Cincinnati & Muskingum Valley: 1st Mortgage..... Cincinnati, Richmond & Chicago: 1st Mortgage guar. by C. H. & D. 600,000 500,000 250,000 2,400,000 1,100,000 564,000 188,000 2,592,000 150,000 680,000 941,000 6,983,225 736,000 600,000 1,000,000 800,000 600,000 800,000 1,280,000 900,000 1,000,000 1,300,000 2,500,000 1,500,000 4,100,000 1,750,000 592,000 218,000 1,245,500 760,000 3,588,000 174,000 284,000 101,000 1,775,000 938,000 200,000 129,500 331,000 3,105,000 4,584,000 3,150,000 2,700,000 389,000 182,000 9,500 1,141,000 306,000 1,350,000 700,000 104,000 8,600,000 5,000,000 1,000,000 600,000 500,000 274,000 1,250,000 600,000 282,000 1,200,000 798,000 250,000 1,000,000 400,000 1,500,000 500,000	10 7											

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Detroit, Eel River and Illinois:							Framingham and Lowell:						
1st Mortgage for \$22,000 p.m.	\$.....	8	Jan. & July.	New York.	1901	....	1st Mortgage.....	\$477,458	7	May & Nov.	Boston.	1891	89
Detroit, Hillsdale and Indiana:							Frederick and Pennsylvania Line:						
1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79 1/2	1st Mortgage gold.....	250,000	6*	April & Oct.	Baltimore.	1900	...
2d Mortgage.....	800,000	8	Jan. & July.	"	1891	....	Galena & Chic. Union (C.&N.W.):						
Detroit, Lansing & L. Michigan:							1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	99
1st Mortgage (consolidation).....	3,000,000	8	April & Oct.	Boston.	1896	70	2d Mortgage.....	948,000	7	May & Nov.	"	1875	95
Detroit and Milwaukee:							Elgin and State Line Purchase..	135,000	6	Jan. & July.	"	1878	....
1st Mortgage (D. & M.R.) conv.	2,500,000	8	May & Nov.	New York.	1875	....	Mississippi Bridge.....	200,000	7	"	"	1884	....
2d Mortgage (").....	1,000,000	8	"	"	1875	....	Georgia (and Banking):						
1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	....	Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta.	72-86	....
2d Funded Coup. (").....	376,734	7	"	"	1876	....	Gilman, Clinton & Springfield:						
Oakl. & Ottawa R. R. stg. bonds	180,867	6*	May & Nov.	London.	1873	....	1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
Detr. & Pontiac R. R. bonds.....	250,000	7	"	New York.	1878	....	2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....
Detr. & Pontiac R. R. bonds.....	250,000	8	Feb. & Aug.	"	1886	....	Goshen and Deckertown:						
Detroit, Mon. & Tol. (L.Sh. & M.S.):							1st Mortgage.....	226,500	7	Jan. & July.	New York.	1888	....
1st Mortgage Aug. 1, 1886.....	924,000	7	Feb. & Aug.	New York.	1876	84	Grand Rapids & Indiana:						
Dubuque and Sioux City:							1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1883	95	1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Dubuque Southwestern:							Grand River Valley (Mich. Co.)						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....	1st Mort., assumed by Lessees...	1,500,000	8	Jan. & July.	New York.	1896	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	"	1883	....	2d Mortgage, guar. by Lessees...	600,000	8	March & Sept.	"	1879	100 1/2
Dunkirk, Warren and Pittsburg:							Grand Trunk (Ca.):						
1st Mortgage gold tax free.....	1,190,000	7*	June & Dec.	New York.	1900	....	Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	....	....
Dutchess and Columbia:							Equipment Bonds No. 2 \$270,000	1,310,000	6*	"	"	....	....
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....	Postal & Military B'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
East Alabama and Cincinnati:							1st Preference Bonds \$2,838,385.	14,191,678	6*	Jan. & July.	"	....	....
1st Mort. end \$16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....	2d Preference Bonds \$1,636,765.	8,428,825	4*	"	"	....	....
East Brandywine & Waynesburg:							Provincial Debenture \$3,111,500	15,557,500	.....	"	Ottawa.	....	....
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....	Great Western of Canada:						
2d Mortgage.....	35,000	8	"	"	1873	....	Perpetual Debentures Stock....	227,273	5	Jan. & July.	London.	perp.	....
East Pennsylvania (Ph. & Rdg.):							Common (Company) Bonds.....	1,384,117	4	"	"	72-73	....
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1883	101	Common (") Bonds.....	2,993,975	6	May & Nov.	"	73-76	....
East Tenn. & Georgia (E.T.V. & G.):							Common (") Bonds.....	2,662,067	5 1/2	April & Oct.	"	77-78	....
1st Mortgage.....	870,000	6	Jan. & July.	New York.	78-86	....	Common (") Bonds.....	4,867	5	"	"	1881	....
East Tenn. & Vir. (E.T.V. & Ga.):							Common (") Bonds.....	3,650,000	6	June & Dec.	"	1890	....
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	....	Greenville and Columbia:						
East Tennessee, Virginia & Ga.:							1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	81-86	....
1st Mort., aka fund for \$3,500,000	2,519,000	7	Jan. & July.	New York.	1890	91 1/2	1st Mortgage not guaranteed....	376,766	7	"	"	81-86	....
Eastern (Mass.):							Greenwich and Johnsonville:						
English Loan, July 1, 1862.....	583,000	6*	Jan. & July.	London.	1872	....	1st Mortgage.....	130,000	7	May & Nov.	New York.	1889	....
Loan of 1864-74.....	750,000	6	Feb. & Aug.	Boston.	1874	94	Hackensack & New York Ext.:						
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	64	1st Mortgage, \$10,700 p.m.....	300,000	7	May & Nov.	New York.	1889	....
Loan of 1866-85.....	100,000	6	April & Oct.	"	1885	....	Hannibal and Naples (T.W. & W.):						
Loan of 1868-88.....	600,000	6	March & Sept.	"	1888	91	1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	85 1/2
Loan of 1869-89.....	1,000,000	6	May & Nov.	"	1889	90	2d Mortgage.....	125,000	7	Jan. & July.	"	1890	....
Loan of 1872-82.....	1,500,000	7	March & Sept.	"	1882	97	Hannibal & Central Missouri:						
Eastern Shore (Md.):							1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	87 1/2
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....	2d Mortgage.....	250,000	7	Feb. & Aug.	"	1890	....
2d Mortgage.....	180,000	6	April & Oct.	"	1886	....	Hannibal and St. Joseph:						
Elizabethtown and Paducah:							Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	71-77	84
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....	Missouri State Loan.....	1,500,000	6	"	"	77-88	....
Elmira and Williamsport (N. Cen.):							Six years Mortgage bonds (222m)	53,000	10	"	"	1872	....
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	96	Five years' notes (277 m.).....	139,300	8	Various.	"	1874	....
Income Mortgage guaranteed ..	670,000	6	April & Oct.	"	1872	59	Fifteen years' bonds (277 m.)...	3,476,000	8	March & Sept.	"	1885	75
Erie Railway:							1st Mort. (Q. & Palm R.R. 16 m.)	600,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	2,485,000	7	May & Nov.	New York.	1897	98	1st Mort. (K. City & Cam. R.R. 55m)	1,200,000	10	Jan. & July.	"	1886	99 1/2
2d Mortgage convertible.....	2,174,000	7	March & Sept.	"	1879	94	General Land Mortgage (277 m.)	1,134,109	7	April & Oct.	"	1888	....
3d Mortgage.....	4,582,000	7	"	"	1883	93	General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	"	1888	....
4th Mortgage convertible.....	2,937,000	7	April & Oct.	"	1880	90	Harlem Extension:						
5th Mortgage convertible.....	709,400	7	June & Dec.	"	1888	90	1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....
Buffalo Branch, 1st mortgage...	182,000	7	Jan. & July.	"	1891	....	Harrisburg & Lancaster:						
Sterling Loan (\$1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	....	1st Mortgage, guar. by Pa. Co...	700,000	6	Jan. & July.	Philadelphia.	1883	90
Consol. Mort. for \$30,000,000, g'd	12,076,000	7*	"	NY & London.	1920	95	Hartford and New Haven:						
Convertible bonds.....	8,000,000	7	"	.....	....	....	1st Mortgage.....	580,000	6	Jan. & July.	Hartford.	1873	....
Erie and Louisville:							Hartford, Providence and Fishkill:						
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	....	1st Mort. (R. L. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
Erie and Pittsburg (Penn.):							1st Mort. (Conn. 66.04 m.) skg f d.	1,574,500	7	"	Hartford.	1876	....
1st Mortgage.....	372,800	7	Jan. & July.	New York.	1882	....	Holly, Wayne & Monroe (F&P.M.)						
2d Mortgage.....	115,200	7	March & Sept.	"	1890	....	1st Mortgage guar. tax free.....	1,000,000	8	Jan. & July.	New York.	1901	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	"	1893	....	Holyoke and Westfield:						
Equipment Mortgage.....	600,000	7	April & Oct.	"	1890	....	1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....
European & N. American (Me.):							Houston:						
Bangor City Bonds (1st m. 56 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
1st L.M. & 1st on 59. & 2d on 55m)	2,000,000	6*	March & Sept.	"	1899	87	2d Mortgage.....	100,000	7	Feb. & Aug.	"	1885	....
Evansville and Crawfordville:							3d Mortgage of 1869.....	100,000	6	April & Oct.	"	1889	....
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....	Houston and Texas Central:						
1st Mortgage ".....	160,000	7	March & Sept.	"	1889	....	1st Mortgage L.G. skg fund, gold.	6,620,000	7*	Jan. & July.	New York.	1891	....
1st Mort. (Rockville Extension).	160,000	7	Feb. & Aug.	"	1881	....	Hudson River (N.Y. Cen. & H.R.):						
Evansville, Henderson & Nashv.:							1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1897	....	2d Mortgage, sinking fund.....	1,994,000	7	June & Dec.	"	1885	101
Evansville, Terre Haute & Chi.:							3d Mortgage.....	180,000	7	May & Nov.	"	1885	....
1st Mortgage, gold.....	750,000	7*	May & Nov.	New York.	1900	....	Hudson Connecting (NY & OMid):						
Fall River, Warren & Providence:							1st Mortgage gold.....	400,000	7*	May & Nov.	New York.	1902	....
1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882	....	Huntingdon and Broad Top Mt.:						
Flint and Pere Marquette:							1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	99
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Indianapolis, Cin. and Lafayette:							Lake Shore & Michigan So.:						
1st Mortgage (Ind. & Cin.) of 1888	\$1,589,500	7	April & Oct.	New York.	1888	....	Sinking Fund Oct. 1, 1899	\$1,000,000	7	April & Oct.	New York.	1879	....
1st Mortgage (I. C. & L. F.) of 1887	2,770,000	7	Feb. & Aug.	"	1897	....	Consol. registered July 1, 1870	4,133,000	7	J. A. J. & O.	"	1890	91
1st Mortgage (") of 1889	1,566,000	7	June & Dec.	"	1899	....	Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	"	1890	91
Indianapolis and St. Louis:							Bonds of Oct. 1, 1872	235,000	7	April & Oct.	"	1882	....
1st Mortgage	2,000,000	7	Jan. & July.	New York.	1916	....	Dividend (Lake Shore) Ap. 1, '89	1,800,000	7	"	"	1899	87
1st Mortgage	2,000,000	7	March & Sept.	"	1916	....	Sunbury July 1, 1854	500,000	7	Jan. & July.	"	1874	....
2d Mortgage	1,000,000	7	April & Oct.	"	1916	....	Reg. Jan. 1, 1855 C.P. & A. R.R.	1,000,000	7	"	"	1880	92
Equipment Mortgage	500,000	8	Jan. & July.	"	1881	....	3d Mort. Oct. 1, '87	1,000,000	7	April & Oct.	"	1892	90
Iowa Eastern:							Skf Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	"	1885	98
1st Mortgage gold	14,000pm	7	Feb. & Aug.	New York.	1902	....	Mort. April 1, 1866	860,000	7	April & Oct.	"	1886	....
Iowa Falls & Sioux City (Ill. Cen.):							1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	"	1885	99
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....	2d Mort. Oct. 31, 1857	2,668,000	7	"	"	1877	91
Iowa Midland (C. & N. W.):							Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	"	1873	....
1st Mort., \$16,000 guar.	.....	8	Feb. & Aug.	New York.	1900	85	Mort. July 1, 1862	200,000	7	Jan. & July.	"	1882	98
Ironton (Penn.):							Mort. Sept. 1, 1866	300,000	7	March & Sept.	"	1886	....
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....	Mort. April 1, 1863	3,000,000	7	April & Oct.	"	1898	97
Ithaca and Athens:							1st Mort. Aug. 1, 1856 (D. M. & Tol.)	924,000	7	Feb. & Aug.	"	1876	94
1st Mortgage gold, sfg fund	600,000	7	Jan. & July.	New York.	1890	100	1st Mort. Sept. 1, 1869 (K. & W. P.)	400,000	7	Jan. & July.	"	1870	....
Jackson, Lansing & Saginaw (M.O.):							1st Mort. Oct. 1, 1867 (Sch. & Th.R.)	100,000	8	"	"	1887	....
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	96	1st Mort. Oct. 1, 1867 (K. & Sch.)	100,000	8	"	"	1887	....
2d Mortgage	500,000	8	March & Sept.	"	1888	....	1st Mort. July 1, '68 (K. & A. L. & Gr. R.)	840,000	8	"	"	1888	96
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	"	1890	....	1st Mort. July 1, 1863 (J. & Frank.)	500,000	7	"	"	var	....
Jacksonville, Pensac. and Mobile:							2d Mort. June 1, 1869	500,000	7	June & Dec.	"	1894	....
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....	Lawrence (P. F. W. & Chl.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....	1st Mortgage guaranteed	600,000	7	April & Oct.	Philad lphia	1896	....
2d Mortgage guaranteed	500,000	7	June & Dec.	"	1894	....	Leavenworth, Lawr. & N. West'n:						
Jefferson (Erie):							1st Mort. guar. by Pac. of Mo.	255,000	7	Feb. & Aug.	New York.	1899	....
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....	Leaven, Lawrence & Galveston:						
2d Mort. (")	94,000	7	"	"	1889	....	1st Mort. sfg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bos.	1899	65
1st Mort. (Carbondale Section)	2,000,000	7	"	"	1889	....	1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Jeffersonville, Madison & Indian:							Lehigh Valley:						
1st Mortgage consol.	2,689,000	7	April & Oct.	New York.	1906	....	1st Mortgage (old loan)	602,000	6	May & Nov.	Philadelphia.	1873	....
2d Mortgage consol.	2,000,000	7	Jan. & July.	"	1910	....	1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	90
1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1882	....	2d Mortgage for \$6,000,000	4,712,000	7	March & Sept.	"	1910	100
2d Mortgage (Jeffersonville Br.)	245,000	7	April & Oct.	"	1873	....	Lexington & St. Louis (P. of Mo.):						
Joliet and Chicago (C. & Alton):							1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
1st Mortgage sfg fund guar.	500,000	8	Jan. & July.	New York.	1882	100	Little Miami:						
Joliet & Northern Ind. (Mich. C.):							1st Mortgage	1,474,000	6	May & Nov.	New York.	1888	....
1st Mortgage guaranteed	800,000	8	Jan. & July.	New York.	1874	....	Street Connection Bonds	500,000	6	Jan. & July.	"	1894	....
Junction (Cin. & Indianapolis):							Little Rock and Fort Smith:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....	1st Mortgage gold	3,000,000	6	Jan. & July.	N. Y. & Bos.	1900	34
2d Mortgage	795,000	7	March & Sept.	"	1893	....	Land Grant sinking fund	5,000,000	7	April & Oct.	"	1900	25
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	"	1884	....	Little Schuylkill (Phila. & Rdg.):						
Junction, Philadelphia:							1st Mortgage guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99
1st Mortgage guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	88	Logansport, Crawf. & S'wstn Ind.:						
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....	1st Mortgage gold	1,500,000	5	F. M. & A. N.	New York.	1900	99
Junction and Breakwater:							Long Br. and Sea Shore (N. J. So.):						
1st Mort. guar. by Delaware	400,000	7	Jan. & July.	New York.	1890	....	1st Mortgage guaranteed	200,000	8	Jan. & July.	New York.	1889	....
Kalamazoo, Allegan & Gr. Rapids:							Long Dock (Erie):						
1st Mort. assumed by L.S. & M.S.	840,000	8	Jan. & July.	New York.	1888	95	1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	91
Kalamazoo and Schoolcraft:							Long Island:						
1st Mort. assumed by L.S. & M.S.	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	93
Kalamazoo, & S. Haven (M. Cen.):							1st Mortgage (Extension)	175,900	7	Feb. & Aug.	"	1890	....
1st Mortgage guar. by Lescaux	640,000	8	May & Nov.	Boston.	1889	100	1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	"	1893	....
Kalamazoo & White Pigeon:							General Mortgage	775,000	7	"	"	1899	....
1st Mort. assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	....	Louisville & Miss. Riv. (Ch. & Al.)						
Kan. City, St. Jo. & Coun. Buffs:							1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bos.	1888	....	Louisville, Cincinnati and Lexington:						
2d Mort. (")	150,000	10	"	"	1878	....	1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
1st Mort. (St. Jo. & C.R. 78 m.)	1,400,000	10	March & Sept.	"	1892	....	2d Mortgage for \$1,000,000	345,000	8	April & Oct.	"	1900	....
2d Mort. (")	539,500	8	June & Dec.	"	1874	....	Louisville and Nashville:						
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....	1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	1873-78	91
1st Mort. (")	1,000,000	7	"	"	1893	....	1st Mortgage (Memph Br. 46.37m.)	139,000	7	May & Nov.	"	1872-75	....
Consolidated Mort. (280m. conv.)	687,000	8	March & Sept.	"	1892	....	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	1880-85	....
Kansas City & Santa Fe (L.L. & G.):							Consol. M. for \$8,000,000 (392 m.)	6,647,000	7	April & Oct.	"	1898	87
1st Mortgage guar. by Lescaux	2,000,000	10	May & Nov.	Boston.	1900	....	Louisv., N. Al. & St. Lo. Air-Line						
Kansas Pacific:							1st Mortgage gold, \$25,000 p. m.	2,875,000	7	"	New York.	1901	....
1st Mort. (1st Div. 140 m.) gold	2,240,000	6	Feb. & Aug.	N. Y. & St. Lo.	1895	85	Macon and Augusta:						
1st Mort. (2d Div. 253.94 m.) gold	4,068,000	6	June & Dec.	"	1896	86	1st Mortgage and by State of Ga.	670,000	7	Jan. & July.	New York.	188-91	....
1st M. (3d Div. 244.66m. & S.O. 6,000m.)	6,455,000	7	May & Nov.	N. Y., L. & F.	1899	102	1st Mortgage not guaranteed	100,000	7	"	"	1890	....
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	71-76	....	Macon and Brunswick:						
1st Mortgage (2,000,000 acres) gld	1,321,000	7	Jan. & July.	N. Y., L. & F.	1886	....	1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
2d Mortgage on do. gold	1,500,000	7	March & Sept.	"	1896	....	1st Mort.	690,000	7	May & Nov.	"	1900	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	86	2d Mortgage	1,100,000	7	April & Oct.	"	1883	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	95-97	....	Equipment Mortgage	150,000	7	"	"	1879	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	"	1916	....	Macon and Western:						
Kent County (Del.):							1st Mortgage of Oct. 1870	150,000	7	April & Oct.	"	1880	....
1st Mortgage for \$500,000	400,000	6	Jan. & July.	Philadelphia.	1880	85	Maine Central:						
Kentucky Central:							Consolidated Mort. for \$7,500,000	3,000,000	7	April & Oct.	Boston.	1912	100
2d Mortgage (Cov. & Lex.) 1883	844,000	7	March & Sept.	New York.	1883	....	\$1,100,000 Loan, tax free	746,300	7	Jan. & July.	"	1899	94
3d Mortgage (Kent. Cen.) 1885	237,000	7	June & Dec.	"	1885	....	Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1876	....
Keok, Iowa C. & Minn. (T.W. & W.):							Extension (Gold) Loan	491					

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Maryland and Delaware:							Nashville and Chattanooga:						
1st Mortgage.....	\$550,000	6	May & Nov.	Boston	1885	20	1st Mortgage, endorsed by Tenn.	\$1,546,000	6	Jan. & July.	New York.	1890	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....	Nashville and Decatur (L. & N.)						
Massillon & Cleve. (C.M. V. & D.)							1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....	2d Mortgage gold.....	500,000	6*	April & Oct.	Nashville.	1887	....
Mayville and Lexington:							Naugatuck:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	112,500	7	Jan. & July.	Bridgeport.	1876	....
Memphis and Charleston:							Newark & New York (Cen. N.J.)						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	83	1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1883	....	Newark, Somerset & Straitsville:						
Memphis and Little Rock:							1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	....
1st Mortgage.....	1,200,000	8	May & Nov.	New York.	1890	....	New Brunswick and Canada:						
Michigan Air Line:							1st Mortgage, Sterling £220,000..	972,000	6*	May & Nov.	London.	1887	....
1st Mortgage (E.D.V.) \$15,000 p.m.		8	Jan. & July.	Boston.	1890	....	Newburg & New York (Erie):						
Michigan Central:							1st Mortgage for \$900,000.....	.....	7	Jan. & July.	New York.	1889	....
1st Mortgage, convertible.....	550,000	8	April & Oct.	New York.	1882	....	New H. Middle't'n & Willman:						
1st Mortgage, sinking fund conv.	2,179,000	8	"	"	1882	107	1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....
Trust Mortgage for \$10,000,000..	7,000,000	7	Jan. & July.	"	1902	92	New Haven & Northampton:						
1st Mort. (M. Air L. W. D.) ass'd	1,900,000	8	May & Nov.	"	1890	98	1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	"	"	1886	....	Convertible.....	400,000	6	April & Oct.	"	1890	....
2d Mort. (") guar.	500,000	8	March & Sept.	"	1879	100	Holyoke and Westfield bonds..	2,000,000	7	"	"	1891	....
1st Mort. (Kai. & So. Hav.) t. f. guar.	640,000	8	May & Nov.	"	1889	100	New Jersey See United Compan's						
2d Mort. (") guar.	70,000	8	"	"	1889	....	New Jersey Midland (N.Y. & O.M.):						
Michigan Lake Shore:							1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York.	1895	....
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....	2d Mortgage currency.....	1,500,000	7	"	"	1881	....
Middletown, Unionv. & W. Gap (E):							New Jersey Southern:						
1st Mortgage tax free.....	225,000	7	May & Nov.	New York.	1886	....	1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1890	40
Midland of Canada:							1st Mortgage (Tom's Riv. Br.)...	120,000	7	March & Sept.	"	1888	....
1st Mortgage sterling £235,000..	1,133,667	6*	May & Nov.	London.	1896	....	Income Mortgage.....	750,000	7	April & Oct.	"	1881	....
Midland Pacific:							New Jersey West Line:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....	1st Mort. gold, for \$3,000,000....	.....	7*	May & Nov.	New York.	1900	....
Milwaukee and St. Paul:							New London Northern (Vt. Cen.):						
1st Mortgage.....	5,514,000	7	Jan. & July.	New York.	1893	92	1st Mortgage.....	300,000	6	March & Sept.	New York.	1885	....
2d Mortgage.....	1,191,000	7	April & Oct.	"	1884	77	1st Mortgage.....	200,000	7	Jan. & July.	"	1888	....
1st Mortgage (E. Div. Palmer)...	791,500	8	May & Nov.	"	1874	....	N. Orleans, Jackson & Gt. North:						
1st Mort. (Iowa and Minn.).....	3,808,000	7	Jan. & July.	"	1897	63	1st Mortgage 1855.....	3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (Minn. Cent.).....	192,000	7	"	"	1870	90	2d Mortgage 1860, for \$3,000,000.	2,000,000	8	April & Oct.	"	1890	....
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	1870	73	Income Mortgage, 1870 gold....	1,000,000	8*	May & Nov.	"	1890	....
1st Mortgage (P. du Chien).....	3,674,000	8	Feb. & Aug.	"	1898	101	N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	"	1890	....
2d Mortgage (P. du Chien).....	1,315,000	7.3	"	"	1898	86	New Orleans, Mobile and Texas:						
Milwaukee City Loan.....	233,500	7	March & Sept.	"	1873	....	1st M. (N. O. T. 227 msk) fd....	2,825,000	7	Jan. & July.	New York.	1915	....
1st Mort. (Milw. & Wtn.).....	234,000	7	Jan. & July.	"	1891	....	1st M. (") gold skg fd.....	.....	8	"	N. Y. or Lond.	1915	....
Real Estate Purchase.....	148,500	7	"	"	....	....	2d Mortgage, endorsed by La....	2,825,000	8	"	New York.	1915	....
Milw. Manitowoc & Green Bay:							New York and Boston:						
1st Mortgage for \$2,500,000.....	.....	7	"	"	1891	....	1st Mortgage gold, for \$3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1890	....
Milwaukee and Northern:							New York Central & Hudson R.:						
1st Mortgage for \$13,000 p.m....	.....	8	June & Dec.	New York.	1890	....	Debt Certif. (N. Y. Central)...	5,935,626	6	May & Nov.	New York.	1883	88
Mineral Point:							Bonds for debts ass'd (N. Y. Cen.)	1,514,000	7	Feb. & Aug.	"	1876	100
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	Bonds for B. & N. St. (")	75,000	6	May & Nov.	"	1883	85
Minneapolis & Duluth (L. S. & M.)							Bonds for R. R. stock (")	592,000	6	"	"	1883	81
1st Mortgage gold, guaranteed..	400,000	8*	Jan. & July.	New York.	1911	....	Bonds for real estate (")	162,000	6	"	"	1883	85
Minneapolis & St. L. (L. Sup. & M.)							Bonds of 1854 renew'd (")	2,900,000	6	June & Dec.	"	1887	86
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....	1st Mort. (Hudson Riv.).....	200,000	7	Feb. & Aug.	"	1870	....
Minnesota and North Western:							2d Mort. (") S. F.	1,894,000	7	June & Dec.	"	1885	....
1st Mort. gold, skg fd & tax free	20,000 p.m.	7*	Jan. & July.	New York.	1895	....	3d Mort. (") (")	180,000	7	May & Nov.	"	1875	....
Mississippi Central:							Bonds of '71, tax free (N.Y.C. & H.)	1,950,000	7	April & Oct.	"	1891	....
1st Mortgage.....	1,354,000	7	May & Nov.	New York.	1893-71	....	Consol. Mort. for \$40,000,000..	.....	7	"	"	1902	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1875	....	New York and Harlem:						
General Mort. for \$8,000,000 gold	.....	7*	May & Nov.	"	1912	....	1st Mortgage of 1863.....	3,000,000	7	May & Nov.	New York.	1873	103
Mississippi, Ouchita & Red Riv.:							Consolidated mortgage of 1863..	1,754,000	6	Feb. & Aug.	"	1893	....
1st Mortgage gold.....	1,800,000	7*	"	"	....	....	Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	"	1881	....
1st Mort. Land Grant gold.....	1,000,000	7*	"	"	....	....	Bonds of 1863, unsecured.....	106,000	7	"	"	1873	....
State (Ark.) subsidy \$10,000 p.m.	1,550,000	7	April & Oct.	"	1910	....	N. York, Housatonic & Northern:						
Mississippi and Tennessee:							1st Mortgage for \$500,000.....	161,000	7	Feb. & Aug.	New York.	1899	....
1st Mortgage of April 1, 1856..	600,000	7	April & Oct.	New York.	1876	....	New York and New Haven:						
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	"	181-93	....	1st Mortgage.....	1,050,500	7	April & Oct.	New York.	1876	94
Mississippi Valley and Western:							New York & Oswego Midland:						
1st Mortgage \$20,000 p. m. ....	.....	8	April & Oct.	New York.	1902	....	1st Mortgage gold, tax free.....	8,000,000	7	Jan. & July.	New York.	1899	....
Missouri, Iowa and Nebraska:							2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1899	....
1st Mortgage gold, sinking fund.	.....	7*	Jan. & Dec.	"	1910	....	2d Mortgage non-convertible...	1,500,000	7	"	"	1898	....
Missouri, Kansas and Texas:							New York, Providence & Boston:						
1st Mort. (U. Pac. S. Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....	1st Mortgage.....	132,000	6	Feb. & Aug.	New York.	1873-78	....
1st Mort. (Teb. & Neosho) S. F. g'd	2,000,000	7*	June & Dec.	"	1903	....	Improvement Bonds.....	1,000,000	7	Jan. & July.	"	1876	....
Consol. Land Grant, skg fd gold	7,550,000	7*	Feb. & Aug.	"	1904	....	Extension Bonds.....	250,000	6	May & Nov.	"	1878-81	....
Missouri River, Ft. Scott & Gulf:							General Mort. for \$1,000,000..	732,000	7	"	"	1899	....
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....	N. York, West Shore & Chicago:						
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74	1st Mortgage gold, \$35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Mobile and Girard:							Niles and New Lisbon:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1876	....	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
2d Mortgage.....	300,000	7	"	"	1889	....	Norfolk County (B. H. & Erie):						
Mobile and Montgomery:							1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854	....
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....	Norfolk & Petersburg (A.M. & O.):						
Mobile and Ohio:							1st Mortgage.....	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage Sterling.....	6,000,000	6*	May & Nov.	Mob. & Lond.	1882	....	1st Mortgage.....	157,000	7	"	"	1877	....
Interest bonds.....	804,400	8	"	"	1877	....	2d Mortgage.....	458,000	8	"	Norfolk.	1893	....
Interest bonds.....	371,500	8	"	"	1883	....	North Eastern (S. Car.):						
Interest (sterling) bonds.....	755,040	6*	"	London.	1883	....	1st Mortgage of Sept. 1, 1869..	820,000	7	March & Sept.	Charleston.	1899	....
2d Mort. (Income Liquidation)...	943,121	8	March.	Mobile.	1877								

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Northern Pacific:							Perkiomen (Phila. & Rdg):						
1st Mort. on R.R. & lands gold..	50,000pm	7.5	Jan. & July.	New York.	1900	....	1st Mortgage, guaranteed.....	\$619,000	6	April & Oct.	Philadelphia.	1897	85
Norwich & Worcester (R.R. & L.):							Perth Amboy & Woodbr.(C&A):						
1st Mort. Mass. Loan.....	\$400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Plain bonds.....	200,000	....	"	"	1874	....	Petersburg:						
Machine shop &c., bonds.....	150,000	7	"	"	1877	....	1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	79-'88	....
Nyack and Northern:							Philadelphia and Baltimore Cent:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Penn. Div. 36 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
Ogdensburg and Lake Champlain:							1st Mortgage (Md. Div. 9 1/2 m.)...	300,000	6	April & Oct.	"	1891	....
Equipment Mortgage.....	300,000	8	Jan. & July.	Boston.	1878	94 1/2	2d Mortgage (Pa. & Md. 46 m.)...	400,000	7	Jan. & July.	"	1900	....
Equipment Mortgage.....	200,000	8	"	"	1879	94 1/2	Philadelphia and Reading:						
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....	Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	75
Ohio and Mississippi:							Loan of 1870, convertible.....	28,000	7	"	"	1890	....
Consolidated 1st Mortgage.....	6,684,000	7	Jan. & July.	New York.	1898	87 1/2	Mortgage Loan of 1857, conv.....	98,000	6	"	"	1886	....
Consolidated 1st Mortgage, stg.....	3,529,000	7	"	London.	1898	....	Mort. Loans of 1843-44-45 & 46.	1,521,000	6	"	"	1880	90
Consolidated 2d Mortgage.....	3,529,000	7	April & Oct.	New York.	1911	....	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	100
2d Mortgage (W. Div.).....	433,000	7	Jan. & July.	"	1874	74 1/2	Mortgage Loan of 1836 stg.....	182,400	5	Jan. & July.	London.	1880	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	"	1882	....	Mortgage Loan of 1843 stg.....	976,800	6	"	"	1880	....
Sinking Fund Bond.....	50,000	7	May & Nov.	"	1883	89	Mortgage Loan of 1834 stg.....	177,000	7	"	"	74-'77	....
Old Creek and Allegheny River:							Consolidated Dollar coupon.....	7,696,000	1	June & Dec.	Philadelphia.	1911	100
1st Mortgage (O. C. R. R.).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	70	Dollar registered	3,414,000	7	"	"	1911	102
1st Mortgage (War. & Fkin).....	580,000	7	April & Oct.	"	1882	83	Gold or stg coup.....	7,000,000	6	"	Phil. or Lond.	1911	98
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	57 1/2	June 1, 1871. Gold or stg reg.....	624,000	6	"	"	1911	97 1/2
Old Colony and Newport:							Dollar coupon.....	376,000	6	"	Philadelphia.	1911	....
Plain Bonds.....	1,000,000	6	March & Sept.	Boston	1876	96	New debent. loan, conv.....	2,305,630	7	Jan. & July.	"	1893	98
Plain Bonds.....	485,000	6	April & Oct.	"	1875	95	Philadelphia, Wilmington & Balt:						
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	100	Mortgage Loan, convertible.....	345,800	6	Jan. & July.	Philadelphia.	1884	111 1/2
Omaha and Northwestern:							Loan of 1866.....	400,000	6	April & Oct.	"	1876	95
1st M. land grant, gold \$16,000pm	.....	7.5	Jan. & July.	New York.	1901	....	Loan of 1867.....	1,000,000	6	"	"	1887	....
Omaha and Southwestern:							Pickering Valley (Phila. & Rdg):						
1st Mortgage \$20,000 p. m.....	1,000,000	8	June & Dec.	Boston.	1896	84 1/2	1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
Orange, Alexandria & Manassas:							Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	90	Consol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	65 1/2
2d Mort. (Charlotte to Lynchh.)	1,155,500	6	Jan. & July.	"	1875	80	1st Mort. (Steub. & Ind.) conv.....	3,000,000	6	monthly.	New York.	1884	70
3d Mort. " " "	598,000	8	May & Nov.	Richmond.	1873	37 1/2	1st Mort. (Ct. & Newk. 33m) conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
4th Mort. " " "	674,000	8	March & Sept.	Alexandria.	1880	80	Pittsburg & Connellsville:						
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	75	1st Mortgage of 1868, tax free...	4,000,000	7	Jan. & July.	Baltimore.	1893	88
Orange and Newark:							2d Mort. (Balt. Loan) of 1866...	1,000,000	6	"	"	1886	....
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....	1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Osage Valley & Southern Kansas:							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	102
Oshkosh & Miss. (M. & S. P.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Oswego and Rome (R.W. & O.):							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
Oswego and Syracuse (D.L. & W.):							2d Mortgage (Series G).....	800,000	7	Jan. & July.	"	1912	97 1/2
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series H).....	800,000	7	Feb. & Aug.	"	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series I).....	800,000	7	March & Sept.	"	1912	....
1st Mortgage guar. by (C.R. & Q.)	1,260,000	8	Jan. & July.	Boston.	1900	92	2d Mortgage (Series J).....	800,000	7	April & Oct.	"	1912	....
Owensboro' and Russellville:							2d Mortgage (Series K).....	800,000	7	May & Nov.	"	1912	....
1st Mortgage for \$1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....	2d Mortgage (Series L).....	800,000	7	June & Dec.	"	1912	....
Pacific of Missouri (Atl. & Pac.):							2d Mortgage.....	2,000,000	7	April & Oct.	"	1912	84
1st Mortgage gold.....	7,000,000	6	Feb. & Aug.	New York.	1888	84	Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	"	1876	....
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	"	1891	70	Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	98
Income Bonds.....	1,500,000	7	"	"	1892	....	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	"	1877	....
St. Louis County Bonds.....	700,000	7	Monthly.	St. Louis.	1886	....	Plymouth, Kankakee & Pacific:						
1st Mort. (Lex. & St. Louis) gold	1,000,000	6	Jan. & July.	New York.	1887	....	1st Mortgage for \$3,000,000.....	.....	7	Jan. & July.	.....	1901	....
1st Mortgage (Lea, Atch & New)	600,000	7	April & Oct.	"	1889	....	Port Huron & Lake Michigan:						
Paduach and Memphis:							1st Mortgage gold, for \$1,800,000	.....	7	May & Nov.	New York.	1889	80
1st Mortgage gold for \$2,305,000.	1,071,000	7	Feb. & Aug.	New York.	1892	....	Portland & Ogdensburg (Me. & N.H.):						
Panama:							1st Mort. (Maine Section) gold...	800,000	6	Jan. & July.	Boston.	1900	....
1st Mortgage, stg £19,350.....	93,847	7	April & Oct.	London.	1875	....	Consol. Mort. gold, for \$3,300,000	.....	6	May & Nov.	"	1901	....
General Mortgage, stg £597,800.	3,869,330	7	"	"	1897	....	Portland and Ogdensburg (Vt.):						
Paris and Decatur:							1st Mortgage gold, for \$2,800,000	.....	6	May & Nov.	Boston.	1891	....
1st Mortgage gold.....	1,200,000	6	Jan. & July.	New York.	1901	....	Portland and Oxford Central:						
Paterson and Newark (Erie):							1st Mortgage of 1868.....	250,000	6	Jan. & July.	Portland.	1883	....
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Portland and Rochester:						
Pekin, Linc. & Decatur (T.W. & W.):							1st Mort. (Portland Loan) skg Pd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage, guaranteed.....	1,075,000	7	Feb. & Aug.	New York.	1900	88	1st Mortgage (equal lien).....	350,000	7	April & Oct.	Boston.	1887	....
Pemberton & Hights (U.C. of N.J.):							2d Mort. Sept. 1, 1871 for \$450,000	.....	7	March & Sept.	"	1891	....
1st Mortgage guaranteed.....	100,000	7	Jan. & July.	Philadelphia.	1889	....	Port Royal (S. C.):						
Pemberton & N. York (N.J.S.):							1st Mortgage gold, skg Pd.....	1,500,000	7	May & Nov.	N.Y. & Lond.	1889	....
1st Mortgage, guaranteed.....	500,000	7	"	"	....	....	1st Mort. gold, guar. by Ga. Co.	1,000,000	7	"	"	1889	....
Peninsular Railway:							Pongkeepsie and Eastern:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7	May & Nov.	N.Y. & Lond.	1899	....	1st Mort. gold, conv. & tax free...	800,000	7	Jan. & July.	New York.	1919	....
1st Mortgage gold (S.F.) 2d series	979,000	7	"	"	1900	....	Providence and Worcester:						
Pennsylvania:							1st Mortgage.....	300,000	6	Jan. & July.	Providence.	1880	....
1st Mortgage (Harr. to Pbg)....	4,972,000	7	Jan. & July.	Philadelphia.	1880	100	Quincy, Alton and St. Louis:						
2d Mortgage (" ").....	2,594,000	6	April & Oct.	"	1875	97	1st Mortgage gold.....	850,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage (" ") stg.....	2,282,240	6	"	London.	1875	....	Quincy and Toledo (T.W. & W.):						
General Mortgage (coup. & reg.)	13,604,500	6	J. A. J. & O.	Philadelphia.	1910	90	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	85
State lien for \$17,600,000, skg Pd	5,785,905	8	April & Oct.	Harrisburg.	72-'90	....	Quincy & Warsaw (C.B. & Q.):						
Pennsylvania Coal:							1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	Boston.	1890	87
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	....	Reading and Columbia (P. & R.):						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Rockford, R. Island & St. Louis:							Sioux City and Pacific:						
1st Mortgage tax free.....	\$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	...	1st Mortgage gold.....	\$200,000	6*	Jan. & July.	Boston.	1898	...
Rome, Watertown & Ogdensab.:							Somerset (Me. Central):						
1st Mortgage (W. & R. Skg Fund)	799,900	7	March & Sept.	New York.	1880	...	1st Mortgage gold.....	580,000	7*	June & Dec.	Boston.	1891	...
1st Mort. (Potdam & Watert.)	327,000	7	June & Dec.	"	'72-'74	...	South Carolina:						
Consolidated Mort. Skg Fund...	\$24,500	7	"	"	1891	...	1st Mortgage Sterling.....	1,407,270	5*	Jan. & July.	London.	'82-'88	...
Rondout and Oswego:							1st Mortgage (L.) currency.....	807,500	7	"	New York.	'82-'88	...
1st Mortgage, gold \$20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	...	Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	...
Rutland (Verm. Cen. & Can.):							Domestic (G) Bonds.....	342,500	6	Jan. & July.	"	'73-'74	...
Equipment Mortgage, tax free...	500,000	7	May & Nov.	Boston.	1880	79	Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	...
Equipment Mortgage.....	500,000	8	March & Sept.	"	1880	93	Domestic Bonds.....	78,000	6	Jan. & July.	"	'80-'92	...
Saint Croix and Penobscot:							Domestic (special) Bonds.....	71,260	7	various.	"	'72-'74	...
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	...	South Florida:						
2d Mort. (").....	17,500	6	"	"	1879	...	1st M. endor. by State \$16,000pm	.....	8	.....	.....	.....	...
Calais Loan (Lewey's Island)...	130,000	6	June & Dec.	"	1870	...	South Georgia & Florida (A. & G.):						
St. Joseph & Denver City:							1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	...
1st Mort. (R. D.) gold tax free...	1,512,000	8*	Feb. & Aug.	N. Y. or Lond.	1899	...	2d Mort. " " " "	200,000	7	"	"	1889	...
1st M. (W. D.) land grant, g'd tax fr.	15,000pm	8*	"	"	1900	...	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guarant'ed.....	200,000	6	June & Dec.	Philadelphia.	1888	...
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	92	2d Mortgage for \$200,000.....	179,000	7	March & Sept.	"	1884	...
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	"	1894	...	South and North Alabama:						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	34	1st Mort. endor. by Ala. gold...	22,000 pm	8*	Jan. & July.	New York.	1890	...
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	...	South Pacific (Atl. & Pac.):						
2d Mortgage Income (Series E)	1,700,000	7	"	"	1884	69	1st Mortgage gold, assumed....	7,189,000	6*	Jan. & July.	New York.	1888	...
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	...	South Shore (Mass.):						
St. Louis, Coun. Bluffs & Omaha:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	92
1st Mortgage, gold \$16,000.....	.....	7*	Jan. & July.	New York.	1901	...	South Side (L. I.):						
St. Louis and Iron Mountain:							1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	...
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	91	South Side, Va. (A.M. & O.):						
St. Louis, Jacksonv. & Chic. (C. & A.):							1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	...
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	92 1/2	2d preferred bonds.....	617,000	6	"	"	'84-'90	65
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	"	1898	...	3d preferred bonds.....	448,500	6	"	"	'84-'90	...
St. Louis, Kansas City & North:							Southern Central:						
1st Mortgage (late North Mo.)...	6,000,000	7	Jan. & July.	New York.	1901	75	1st Mortgage, skg fund conv....	1,500,000	7	Jan. & July.	New York.	1900	...
St. Louis, Lawr. & Denv. (Pacific):							Southern Iowa and Cedar Rapids:						
1st Mortgage gold, guaranteed...	1,000,000	6*	Jan. & July.	New York.	1901	...	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	...
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	...	1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	...
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	"	"	1896	...	2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	"	1890	...
St. Louis and St. Joseph:							Southern (Cal.) Pacific:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1898	...	1st Mortgage gold for \$28,000,000.	5,750,000	6*	.....	.....	.....	...
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	...	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	...
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	...	2d Mortgage gold.....	88,000	7*	"	"	1880	...
2d Mortgage (B.) convertible.....	1,000,000	7	"	"	1898	...	South Western (Cen. of Ga.):						
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	...	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'88	...
St. Paul and Chicago (M. & St. P.):							1st Mortgage (Muscoogee) conv...	300,000	7	"	"	'72-'70	...
1st M. land gr. gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	...	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	...
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	...	1st Mortgage not endorsed.....	198,370	7	"	"	1879	...
1st Mort. (St. Paul to Wab.) 70 m.	700,000	7	Jan. & July.	"	1892	...	Springfield & Illinois S. Eastern:						
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	"	1892	...	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	...
General Mort. (R. R. & Lands)...	2,020,000	7	Jan. & July.	"	...	...	2d Mortgage gold, tax free.....	1,000,000	7*	"	"	1900	...
General Mort. (R. R. & L'ds) sig.	1,000,000	7*	"	London.	...	...	Springfield and Northwestern:						
1st M. (W. Line) R. R. & Lands...	6,000,000	7	"	New York.	...	...	1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York.	1901	...
2d M. (W. Line) R. R. & Lands...	3,000,000	7	"	"	...	...	Staten Island:						
St. Paul and Sioux City:							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	...
1st Mortgage \$16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	...	Sterling Mountain:						
Land Stock on 400,000 acres.....	2,400,000	8	J. A. J. & J.	"	1890	...	1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	...
St. Paul, Stillwater & Taylor's F.:							Sullivan (Verm. Central):						
1st Mortgage for \$450,000.....	.....	8	Jan. & July.	New York.	1901	...	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	...
Salem (W. Jer.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	...
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92 1/2	Sullivan and Erie:						
Salem and Lowell (B. & L.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	...
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	95	Summit Branch:						
Empd., Mansfield & Newark (C. & O.):							1st Mortgage.....	171,000	6	Jan. & July.	Philadelphia.	1875	90 1/2
1st Mortgage guaranteed.....	2,625,000	7	Jan. & July.	New York.	1909	...	Sunbury and Lewiston:						
San Fran., Oakland & Alameda:							1st Mortgage gold.....	1,300,000	7*	April & Oct.	Philadelphia.	1890	50
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	...	...	Superior and St. Croix:						
Saratoga & Whitehall (R. & S.):							1st Mortgage, \$16,000 p. m.....	.....	8	.....	.....	.....	...
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	...	Superior and Northwestern:						
Savannah and Charleston:							1st Mortgage, \$16,000.....	.....	8	.....	.....	.....	...
1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York.	1889	...	Susquehanna, Brid. & Erie Junc. (Erie):						
State guaranteed (C. & S.) bonds	508,000	6	May & Nov.	Charleston.	1870	...	1st Mortgage.....	1,900,000	7	.....	New York.	...	...
Funded Interest bonds.....	167,400	7	"	"	1889	...	Sussex (N. J.):						
Savannah, Griffin & North Ala.:							1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1878	...
1st Mortgage for \$500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	...	Swedesboro (W. Jer.):						
Savannah and Memphis:							1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	...	...
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	...	Syracuse, Bing. & N.Y. (D.L. & W.):						
Schenectady & Susq. (D. & H. Can.):							1st Mortgage (W. Div.) 117 m...	1,400,000	7	April & Oct.	New York.	1879	...
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	...	2d Mortgage.....	270,000	7	June & Dec.	"	1887	...
Seaboard and Roanoke:							Syracuse and Chenango Valley:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1890	...	1st Mort. gold, for \$500,000.....	.....	7*	Feb. & Aug.	New York.	1891	...
Belms and Gulf:							Tebo and Neosho (M. K. C. & T.):						
1st M. (guar. by Ala.) \$16,000pm.	.....	8*	April & Oct.	New York.	1890	...	1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	...
Belms, Marion and Memphis:							Terre Haute & Indianapolis:						
1st M. gold gr. by Ala. \$16,000pm.	.....	8*	March & Sept.	New York.	1889	...	1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	...
Belms, Rome and Dalton:							Tloga:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	...	1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	...
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1890	...	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	"	"	1881	...	1st Mortgage (E. Div.) 110 m...	1,000,000	7	June & Dec.	New York.	1894	80
Shamokin Valley & Pottaw. (N. C.):							1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	"	1890	75 1/2
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	...	2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	"	1886	77
Sheboygan and Fond du Lac:							Equipment Mort. sinking fund...	94,000	8	Jan. & July.	"	1879	...
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	...	Consol. Mort. 227 m. \$8,500,000.	1,406,000	7	May & Nov.	"	1910	76
1st Mortgage extension.....	694,000	8	April & Oct.	"	1896	...	1st Mortgage (Burl. Br.) 19 m...	250,000	7	June & Dec.	"	1910	74
Shanago and Allegheny:							Tom's River & Watert. (N. J. So.):						
1st Mortgage for \$1,000,000.....	638,000	7	April & Oct.	New York.	1889	...	1st Mortgage guaranteed.....	80,500	7	.....	New York.	1888	...
Shepaug Valley (Ct.):							Troy & Bennington (T. &):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	...	1st Mortgage skg fund, nar....	100,000	7	Jan. & July.	Troy.	1878	...
Shore Line (N. Y. & N. H.):							Troy and Boston:						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	...	1st Mortgage.....	300,000	7	Jan. & July.	New York.	1891	...
Sioux City and St. Paul:							2d Mortgage.....	300,000	7	April & Oct.	"	1896	...
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	...	3d Mortgage.....	660,000	7	May & Nov.	"	1875	...
Land Grant Mortgage gold.....	600,000	7*	Jan. & July.	"	...	...	Convertible Bonds.....	643,000	7	"	"	1898	...

RAILROAD SHARE LIST, INCLUDING Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." State-st Railroads are distinguished by a "s."

Abstract of General Balance Sheet.															Value of Shares	
															Par.	p.c.
															Dividends.	
															Net	
															Gross.	
															Freight.	
															Passengers.	
															Trains Moved.	
															Railroad Operated.	
															Surplus Income.	
															Accounts.	
															Bonds.	
															Stocks.	
															Accounts and Cash.	
															Assets.	
															Rolling Stock.	
															Railroad.	
															Engines.	
															Cars.	
															Freight.	
															Pass.	
															Branch Line.	
															Main Line.	
															Track and Siding.	
															Rolling Stock.	
															Property and Assets.	
															Liabilities.	
															Accounts and Cash.	
															Stocks.	
															Bonds.	
															Accounts.	
															Surplus Income.	
															Railroad Operated.	
															Trains Moved.	
															Passengers.	
															Freight.	
															Gross.	
															Net	
															Dividends.	
															Market.	
															Par.	
															p.c.	
															Value of Shares	

Sept. 30, 1872	18.6	11.2	28	22	10	469	Cheshire.....	New Hampshire.	2,337,707	351,600	160,000	260,654	2,183,300	809,200	28,992	118,370	88.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	21.5	11.2	144	74	24	2,913	Chesapeake Valley.....	Pennsylvania.	1,371,196	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	24.0	11.2	144	74	24	2,913	Chicago and Alton.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	26.0	11.2	144	74	24	2,913	Chicago, Burlington and Quincy.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	28.0	11.2	144	74	24	2,913	Chicago, Union and Quincy.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	30.0	11.2	144	74	24	2,913	Chicago, Union and Quincy.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	32.0	11.2	144	74	24	2,913	Chicago, Union and Quincy.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	34.0	11.2	144	74	24	2,913	Chicago, Union and Quincy.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	36.0	11.2	144	74	24	2,913	Chicago, Union and Quincy.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	38.0	11.2	144	74	24	2,913	Chicago, Union and Quincy.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	40.0	11.2	144	74	24	2,913	Chicago, Union and Quincy.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	42.0	11.2	144	74	24	2,913	Chicago, Union and Quincy.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	44.0	11.2	144	74	24	2,913	Chicago, Union and Quincy.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	46.0	11.2	144	74	24	2,913	Chicago, Union and Quincy.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	48.0	11.2	144	74	24	2,913	Chicago, Union and Quincy.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	50.0	11.2	144	74	24	2,913	Chicago, Union and Quincy.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	52.0	11.2	144	74	24	2,913	Chicago, Union and Quincy.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	54.0	11.2	144	74	24	2,913	Chicago, Union and Quincy.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	56.0	11.2	144	74	24	2,913	Chicago, Union and Quincy.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	58.0	11.2	144	74	24	2,913	Chicago, Union and Quincy.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	60.0	11.2	144	74	24	2,913	Chicago, Union and Quincy.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	62.0	11.2	144	74	24	2,913	Chicago, Union and Quincy.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	64.0	11.2	144	74	24	2,913	Chicago, Union and Quincy.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	66.0	11.2	144	74	24	2,913	Chicago, Union and Quincy.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	68.0	11.2	144	74	24	2,913	Chicago, Union and Quincy.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	70.0	11.2	144	74	24	2,913	Chicago, Union and Quincy.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	72.0	11.2	144	74	24	2,913	Chicago, Union and Quincy.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	74.0	11.2	144	74	24	2,913	Chicago, Union and Quincy.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	76.0	11.2	144	74	24	2,913	Chicago, Union and Quincy.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	78.0	11.2	144	74	24	2,913	Chicago, Union and Quincy.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	80.0	11.2	144	74	24	2,913	Chicago, Union and Quincy.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	82.0	11.2	144	74	24	2,913	Chicago, Union and Quincy.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	84.0	11.2	144	74	24	2,913	Chicago, Union and Quincy.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	86.0	11.2	144	74	24	2,913	Chicago, Union and Quincy.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	88.0	11.2	144	74	24	2,913	Chicago, Union and Quincy.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	90.0	11.2	144	74	24	2,913	Chicago, Union and Quincy.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	92.0	11.2	144	74	24	2,913	Chicago, Union and Quincy.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	94.0	11.2	144	74	24	2,913	Chicago, Union and Quincy.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	96.0	11.2	144	74	24	2,913	Chicago, Union and Quincy.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	98.0	11.2	144	74	24	2,913	Chicago, Union and Quincy.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100
Dec. 31, 1872	100.0	11.2	144	74	24	2,913	Chicago, Union and Quincy.....	Illinois.	1,478,712	1,436,500	4,348,918	1,138,900	871,900	540,000	945,000	303,778	649.1	192,284	412,482	894,768	183,851	100

RAILROAD SHARE LIST, Including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Attributed (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dates (—) signify "not ascertained."

Land Grant Railroads are printed in "Italic."

Abstract of General Balance Sheet.										Value of Shares.																							
Property and Assets.				Liabilities.				Operations.		Earnings.		Market.																					
Railroad.		Rolling Stock.		Assets.		Accounts and Cash.		Stocks.		Bonds.		Accounts.		Surplus Income.		Railroad Operated.		Trains Moved.		Passengers.		Freight.		Gross.		Net.		Dividends.		Par.		P.c.	
M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		Tons.		M.		M.		M.		M.			
Dec. 31, 1872	205.0	33.7	55.0	28.0	33	30	8	007	2nd and Pere Marquette	Michigan	8,765,002	1,128,131	694,566	384,284	3,297,300	5,359,000	1,048,609	1,244,673	233.3	883,227	253.3	883,227	509,975	244,569	1,133,612	455,118	100	100	100	100	100	100	
Sept. 30, 1872	11.8	6.3	1.0	1.0	19	6	8	107	Flushing and North Side	New York	962,158	284,371	284,371	284,371	281,010	1,281,200	81,027	1,244,673	18.1	176,515	18.1	176,515	509,975	244,569	1,133,612	455,118	100	100	100	100	100	100	
Sept. 30, 1872	10.0	1.0	1.0	1.0	2	3	20	107	Fonda, Johnston and Gloverville	N. Y.	493,782	315,000	25,000	25,000	300,000	2,000,000	41,382	1,244,673	10.0	35,056	10.0	35,056	99,890	25,897	280,647	128,591	100	100	100	100	100	100	
Sept. 30, 1872	10.0	1.0	1.0	1.0	2	3	20	107	Ft. Wayne, Jack. & Saginaw	Ind. & Mich.	1,056,000	2,000,000	25,000	25,000	300,000	2,000,000	41,382	1,244,673	10.0	30,000	10.0	30,000	99,890	25,897	280,647	128,591	100	100	100	100	100	100	
Sept. 30, 1872	10.0	1.0	1.0	1.0	2	3	20	107	Ft. Wayne, Muncie and Cin.	Ind.	1,056,000	2,000,000	25,000	25,000	300,000	2,000,000	41,382	1,244,673	10.0	30,000	10.0	30,000	99,890	25,897	280,647	128,591	100	100	100	100	100	100	
Sept. 30, 1872	10.0	1.0	1.0	1.0	2	3	20	107	Frederick and Lowell	Mass.	1,021,792	182,002	68,170	68,170	468,896	2,000,000	112,698	1,244,673	10.0	30,000	10.0	30,000	99,890	25,897	280,647	128,591	100	100	100	100	100	100	
Sept. 30, 1872	10.0	1.0	1.0	1.0	2	3	20	107	Frederick and Lowell	Mass.	1,021,792	182,002	68,170	68,170	468,896	2,000,000	112,698	1,244,673	10.0	30,000	10.0	30,000	99,890	25,897	280,647	128,591	100	100	100	100	100	100	
Sept. 30, 1872	10.0	1.0	1.0	1.0	2	3	20	107	Frederick and Lowell	Mass.	1,021,792	182,002	68,170	68,170	468,896	2,000,000	112,698	1,244,673	10.0	30,000	10.0	30,000	99,890	25,897	280,647	128,591	100	100	100	100	100	100	
Sept. 30, 1872	10.0	1.0	1.0	1.0	2	3	20	107	Frederick and Lowell	Mass.	1,021,792	182,002	68,170	68,170	468,896	2,000,000	112,698	1,244,673	10.0	30,000	10.0	30,000	99,890	25,897	280,647	128,591	100	100	100	100	100	100	
Sept. 30, 1872	10.0	1.0	1.0	1.0	2	3	20	107	Frederick and Lowell	Mass.	1,021,792	182,002	68,170	68,170	468,896	2,000,000	112,698	1,244,673	10.0	30,000	10.0	30,000	99,890	25,897	280,647	128,591	100	100	100	100	100	100	
Sept. 30, 1872	10.0	1.0	1.0	1.0	2	3	20	107	Frederick and Lowell	Mass.	1,021,792	182,002	68,170	68,170	468,896	2,000,000	112,698	1,244,673	10.0	30,000	10.0	30,000	99,890	25,897	280,647	128,591	100	100	100	100	100	100	
Sept. 30, 1872	10.0	1.0	1.0	1.0	2	3	20	107	Frederick and Lowell	Mass.	1,021,792	182,002	68,170	68,170	468,896	2,000,000	112,698	1,244,673	10.0	30,000	10.0	30,000	99,890	25,897	280,647	128,591	100	100	100	100	100	100	
Sept. 30, 1872	10.0	1.0	1.0	1.0	2	3	20	107	Frederick and Lowell	Mass.	1,021,792	182,002	68,170	68,170	468,896	2,000,000	112,698	1,244,673	10.0	30,000	10.0	30,000	99,890	25,897	280,647	128,591	100	100	100	100	100	100	
Sept. 30, 1872	10.0	1.0	1.0	1.0	2	3	20	107	Frederick and Lowell	Mass.	1,021,792	182,002	68,170	68,170	468,896	2,000,000	112,698	1,244,673	10.0	30,000	10.0	30,000	99,890	25,897	280,647	128,591	100	100	100	100	100	100	
Sept. 30, 1872	10.0	1.0	1.0	1.0	2	3	20	107	Frederick and Lowell	Mass.	1,021,792	182,002	68,170	68,170	468,896	2,000,000	112,698	1,244,673	10.0	30,000	10.0	30,000	99,890	25,897	280,647	128,591	100	100	100	100	100	100	
Sept. 30, 1872	10.0	1.0	1.0	1.0	2	3	20	107	Frederick and Lowell	Mass.	1,021,792	182,002	68,170	68,170	468,896	2,000,000	112,698	1,244,673	10.0	30,000	10.0	30,000	99,890	25,897	280,647	128,591	100	100	100	100	100	100	
Sept. 30, 1872	10.0	1.0	1.0	1.0	2	3	20	107	Frederick and Lowell	Mass.	1,021,792	182,002	68,170	68,170	468,896	2,000,000	112,698	1,244,673	10.0	30,000	10.0	30,000	99,890	25,897	280,647	128,591	100	100	100	100	100	100	
Sept. 30, 1872	10.0	1.0	1.0	1.0	2	3	20	107	Frederick and Lowell	Mass.	1,021,792	182,002	68,170	68,170	468,896	2,000,000	112,698	1,244,673	10.0	30,000	10.0	30,000	99,890	25,897	280,647	128,591	100	100	100	100	100	100	
Sept. 30, 1872	10.0	1.0	1.0	1.0	2	3	20	107	Frederick and Lowell	Mass.	1,021,792	182,002	68,170	68,170	468,896	2,000,000	112,698	1,244,673	10.0	30,000	10.0	30,000	99,890	25,897	280,647	128,591	100	100	100	100	100	100	
Sept. 30, 1872	10.0	1.0	1.0	1.0	2	3	20	107	Frederick and Lowell	Mass.	1,021,792	182,002	68,170	68,170	468,896	2,000,000	112,698	1,244,673	10.0	30,000	10.0	30,000	99,890	25,897	280,647	128,591	100	100	100	100	100	100	
Sept. 30, 1872	10.0	1.0	1.0	1.0	2	3	20	107	Frederick and Lowell	Mass.	1,021,792	182,002	68,170	68,170	468,896	2,000,000	112,698	1,244,673	10.0	30,000	10.0	30,000	99,890	25,897	280,647	128,591	100	100	100	100	100	100	
Sept. 30, 1872	10.0	1.0	1.0	1.0	2	3	20	107	Frederick and Lowell	Mass.	1,021,792	182,002	68,170	68,170	468,896	2,000,000	112,698	1,244,673	10.0	30,000	10.0	30,000	99,890	25,897	280,647	128,591	100	100	100	100	100	100	
Sept. 30, 1872	10.0	1.0	1.0	1.0	2	3	20	107	Frederick and Lowell	Mass.	1,021,792	182,002	68,170	68,170	468,896	2,000,000	112,698	1,244,673	10.0	30,000	10.0	30,000	99,890	25,897	280,647	128,591	100	100	100	100	100	100	
Sept. 30, 1872	10.0	1.0	1.0	1.0	2	3	20	107	Frederick and Lowell	Mass.	1,021,792	182,002	68,170	68,170	468,896	2,000,000	112,698	1,244,673	10.0	30,000	10.0	30,000	99,890	25,897	280,647	128,591	100	100	100	100	100	100	
Sept. 30, 1872	10.0	1.0	1.0	1.0	2	3	20	107	Frederick and Lowell	Mass.	1,021,792	182,002	68,170	68,170	468,896	2,000,000	112,698	1,244,673	10.0	30,000	10.0	30,000	99,890	25,897	280,647	128,591	100	100	100	100	100	100	
Sept. 30, 1872	10.0	1.0	1.0	1.0	2	3	20	107	Frederick and Lowell	Mass.	1,021,792	182,002	68,170	68,170	468,896	2,000,000	112,698	1,244,673	10.0	30,000	10.0	30,000	99,890	25,897	280,647	128,591	100	100	100	100	100	100	
Sept. 30, 1872	10.0	1.0	1.0	1.0	2	3	20	107	Frederick and Lowell	Mass.	1,021,792	182,002	68,170	68,170	468,896	2,000,000	112,698	1,244,673	10.0	30,000	10.0	30,000	99,890	25,897	280,647	128,591	100	100	100	100	100	100	
Sept. 30, 1872	10.0	1.0	1.0	1.0	2	3	20	107	Frederick and Lowell	Mass.	1,021,792	182,002	68,170	68,170	468,896	2,000,000	112,698	1,244,673	10.0	30,000	10.0	30,000	99,890	25,897	280,647	128,591	100	100	100	100	100	100	
Sept. 30, 1872	10.0	1.0	1.0	1.0	2	3	20	107	Frederick and Lowell	Mass.	1,021,792	182,002	68,170	68,170	468,896	2,000,000	112,698	1,244,673	10.0	30,000	10.0	30,000	99,890	25,897	280,647	128,591	100	100	100	100	100	100	
Sept. 30, 1872	10.0	1.0	1.0	1.0	2	3	20	107	Frederick and Lowell	Mass.	1,021,792	182,002	68,170	68,170	468,896	2,000,000	112,698	1,244,673	10.0	30,000	10.0	30,000	99,890	25,897	280,647	128,591	100	100	100	100	100	100	
Sept. 30, 1872	10.0	1.0	1.0	1.0	2	3	20	107	Frederick and Lowell	Mass.	1,021,792	182,002	68,170	68,170	468,896	2,000,000	112,698	1,244,673	10.0	30,000	10.0	30,000	99,890	25,897	280,647	128,591	100	100	100	100	100	100	
Sept. 30, 1872	10.0	1.0	1.0	1.0	2	3	20	107	Frederick and Lowell	Mass.	1,021,7																						

Dec. 31, 1872	156.0	23.0	24	14	797	Lake Superior and Mississippi..... Minn.	7,891,230	42,017	101,148	5,125,000	7,422,000	491,092	121,278	211.0	(Leased by Northern Pacific.)	731,612	171,001	100
Oct. 31, 1872	174	1.7				Lawrence..... Penn.	657,607			289,750	355,000	25,000		20.4	94,368	72,942	10	
Dec. 31, 1872	174	2.1				Leavenworth, Atchison & N. Wn. Kansas.	1,200,000			5,000,000	6,000,000			208.6	(Leased to Pacific Mo. at 46)	294,444	76,950	40
Jun. 30, 1872	141.3	1.8	6.2			Leavenworth, Lawrence & Galv. Kansas.	6,376,131		125,119	5,000,000	5,850,000	514,522	273,173	239.1	427,541	157,653	100	
Oct. 31, 1872	101.0	129.0	222.5			Lehigh Valley..... Penn.	14,611,131		4,650,061	21,000,000	9,750,000	514,522	671,778	239.1	427,541	563,993	100	
Dec. 31, 1872	120.0	77.0	63.0			Little Miami..... Ohio	8,960,428		5,138,642	6,884,450	2,650,000		197.0	1,240,270	997,850	6,307,804	100	
Oct. 31, 1872	100.0					Little Rock and Ft. Smith..... Arkansas	1,135,158			6,000,000	6,000,000		31.3	(Leased by Phila. & Reading.)	271,438	471,435	7	
Oct. 31, 1872	28.3					Little Schuylkill..... Penn.	1,135,158			2,646,100	732,600	1,500	9.5	6,673	18,358	271,438	7	
Oct. 31, 1872	28.3					Littlenow..... Penn.	8,497,540			8,500	40,000		117.0	(Leased by Gt. W. & Northern Co.)		20,000	100	
Apr. 30, 1872	82.0	3.0				Logans, Crawford & S. Wn. Indiana.	5,071,002		36,523	4,422,340	150,500		18.0	(Leased by Chicago and Alton R.R. Co.)	865,192	237,167	4	
Dec. 31, 1872	24.0	64.0				Long Island..... Canada	9,032,402			2,233,684	1,300,000	125,000	174.9	(Leased by Chicago and Alton R.R. Co.)	1,088,278	1,213,168	7	
Sept. 30, 1872	94.0	50.0	8.6			Louisiana and Missouri River..... N.Y.	9,844,998			2,474,138	4,300,000	2,614,058	233.3	2,192,922	244,446	3,200,000	100	
Jun. 30, 1872	81.0	81.0				Louisville, Cincinnati and Lexington..... Ky.	7,200,284		1,234,707	5,969,708	12,244,000	3,325,900	238.0	(Leased by Boston and Lowell R.R. Co.)			6	
Jun. 30, 1872	427.4	48.5				Louisville, New Albany & Chicago..... Ind.	3,000,000		9,062,940	5,000,000	64,700	119,898	703				100	
Sept. 30, 1872	288.0	17.0				Lowell and Lawrence..... Mass.	3,883,158		11,108	1,168,158		68,652					100	
Oct. 31, 1872	230	2.4	86.0			Louisville New Albany & S.L. Ind. & Ill.	1,007,498		115,000	69,911							100	
Oct. 31, 1872	20.0	9.9				Lykens Valley (Summit Branch) Penn.	600,000			1,831,900	770,000	104,270					100	
Mar. 31, 1872	78.0	3.9				Maccon and Augusta..... Georgia	2,068,170			2,500,000	3,750,000		78.0	(Leased by Geo. R.R. Co.)	62,600	62,600	100	
Oct. 31, 1872	78.0	10.6				Maccon and Augusta..... Georgia	7,250,000			2,500,000	3,750,000		107.3	(Leased by Geo. R.R. Co.)	120,758	7,491	100	
Sept. 30, 1872	102.5	10.6				Maline Central..... Maine	2,600,000			3,24,988	6,737,301	620,515	109.3				100	
Dec. 31, 1872	228.0	22.0				Maline Central..... Maine	11,010,549		324,988	4,418,720	6,737,301	620,515	327.0				100	
Dec. 31, 1872	228.0	22.0				Manchester and Lawrence..... N.H. & Mass.	764,931		72,124	825,000	175,000	38,520	28.0				100	
Sept. 30, 1872	12.4	86.0				Marquette and Birmingham..... Ohio	22,083,380		1,058,828	3,323,372	14,004,157	9,304,447	283.8				100	
Oct. 31, 1872	127.5	86.0				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Jun. 30, 1872	100.0	2.0	4.6			Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Oct. 31, 1872	54.0	2.0				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Dec. 31, 1872	38.0	2.0				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Oct. 31, 1872	38.0	2.0				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Jun. 30, 1872	12.5	19.0				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Jun. 30, 1872	271.0	19.0				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Jun. 30, 1872	82.6					Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Oct. 31, 1872	131.0	7.2				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Jun. 30, 1872	130.3	11.9				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Dec. 31, 1872	5.0	17.0				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Mar. 31, 1872	27.0	2.7				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
May 31, 1872	255.0	103.0	269.0			Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Jun. 30, 1872	67.0	3.3				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Sept. 30, 1872	8.5	4.7				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Sept. 30, 1872	8.5	4.7				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Sept. 30, 1872	10.2	0.2				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Sept. 30, 1872	13.0	0.2				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Oct. 31, 1872	86.0	4.5				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Oct. 31, 1872	86.0	4.5				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Oct. 31, 1872	86.0	4.5				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Oct. 31, 1872	86.0	4.5				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Oct. 31, 1872	86.0	4.5				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Oct. 31, 1872	86.0	4.5				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Oct. 31, 1872	86.0	4.5				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Oct. 31, 1872	86.0	4.5				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Oct. 31, 1872	86.0	4.5				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Oct. 31, 1872	86.0	4.5				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Oct. 31, 1872	86.0	4.5				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Oct. 31, 1872	86.0	4.5				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Oct. 31, 1872	86.0	4.5				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Oct. 31, 1872	86.0	4.5				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Oct. 31, 1872	86.0	4.5				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Oct. 31, 1872	86.0	4.5				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Oct. 31, 1872	86.0	4.5				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Oct. 31, 1872	86.0	4.5				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Oct. 31, 1872	86.0	4.5				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Oct. 31, 1872	86.0	4.5				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Oct. 31, 1872	86.0	4.5				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Oct. 31, 1872	86.0	4.5				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Oct. 31, 1872	86.0	4.5				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Oct. 31, 1872	86.0	4.5				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Oct. 31, 1872	86.0	4.5				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Oct. 31, 1872	86.0	4.5				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Oct. 31, 1872	86.0	4.5				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Oct. 31, 1872	86.0	4.5				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Oct. 31, 1872	86.0	4.5				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Oct. 31, 1872	86.0	4.5				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Oct. 31, 1872	86.0	4.5				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Oct. 31, 1872	86.0	4.5				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Oct. 31, 1872	86.0	4.5				Marquette and Cincinnati..... Ohio	3,600,000			1,600,000	1,000,000		80.0	(Recently completed.)	2,029,166	416,462	100	
Oct. 31, 1872	86.0	4.																

RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &c., &c.

See note (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

Abstract of General Balance Sheet.

Years ending	Main Line.			Branch Line.			2d Track and Bldgs.			Railroad in progress.			Engines.			R. M. E.			Freight.			Company.			Property and Assets.			Liabilities.			Railroad Operated.			Operations.			Earnings.			Market.			Value of Shares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.

Sept. 30, 1872	43.1	1.0	44.1	27	29	6	919	Providence and Worcester, R. I. & Mass.	1,409,636	666,568	125,567	107,861	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
Nov. 30, 1872	13.6	3.1	16.7	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
Dec. 31, 1872	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
Jan. 31, 1873	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
Feb. 28, 1873	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
Mar. 31, 1873	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
Apr. 30, 1873	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
May 31, 1873	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
June 30, 1873	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
July 31, 1873	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
Aug. 31, 1873	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
Sept. 30, 1873	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
Oct. 31, 1873	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
Nov. 30, 1873	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
Dec. 31, 1873	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
Jan. 31, 1874	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
Feb. 28, 1874	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
Mar. 31, 1874	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
Apr. 30, 1874	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
May 31, 1874	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
June 30, 1874	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
July 31, 1874	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
Aug. 31, 1874	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
Sept. 30, 1874	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
Oct. 31, 1874	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
Nov. 30, 1874	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
Dec. 31, 1874	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
Jan. 31, 1875	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
Feb. 28, 1875	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
Mar. 31, 1875	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
Apr. 30, 1875	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
May 31, 1875	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
June 30, 1875	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
July 31, 1875	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
Aug. 31, 1875	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
Sept. 30, 1875	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
Oct. 31, 1875	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
Nov. 30, 1875	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
Dec. 31, 1875	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
Jan. 31, 1876	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
Feb. 28, 1876	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
Mar. 31, 1876	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
Apr. 30, 1876	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
May 31, 1876	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
June 30, 1876	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
July 31, 1876	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,586	1,065,257	521,806	866,597	239,926	19	100
Aug. 31, 1876	21.0	2.0	23.0	1	3	2	11	Queen Anne and Kent Co., Md.	351,000	437,917	32,200	437,917	2,000,000	500,000	224,612	84,019	47.6	507,						

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (*) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Rate.	Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic and Great Western, pref.	10,000,000	7	7	100
Atlantic, Mississippi and Ohio, pref.	800,000	7	7	100
Atlantic and Pacific, preferred	10,000,000	7	7	100
Atlantic and St. Lawrence, guar.	3,994,900	7	7	100
Baltimore and Ohio, preferred	276,200	7	7	100
Berkshire, guaranteed	600,000	7	7	100
Blossburg and Corning, guaranteed	250,000	7	7	100
Boston, Concord and Montreal, pref.	800,000	7	7	100
Buffalo, New York and Erie, guar.	950,000	7	7	100
Catawissa, pref. and guar.	1,159,500	7	7	100
Camden and Amboy, guaranteed	5,547,500	10	10	114
Camden and Atlantic, preferred	763,549	7	7	100
Cayuga and Susquehanna, guar.	889,110	9	9	100
Cedar Rapids and Missouri River, preferred and guaranteed	769,000	7	7	100
Central of New Jersey, guar.	20,000,000	10	10	92
Central Ohio, preferred	411,550	6	6	68
Chemung, guaranteed	380,000	6	6	68
Cheshire, preferred	2,163,200	7	7	100
Chicago and Alton, preferred	2,425,400	10	10	95
Chicago, Iowa & Nebraska, guar.	3,916,300	8	8	82
Chicago and North-Western, pref.	21,289,563	7	7	82
Cine, Sand and Mahoning, pref.	429,000	6	6	68
Cleveland and Mahoning, guar.	2,059,200	7	7	100
Cleveland and Pittsburg, guar.	11,236,150	7	7	78
Cumberland Valley, 1st preferred	241,900	8	8	100
Dayton and Michigan, pref. & guar.	242,000	8	8	100
Delaware, guaranteed	1,315,390	6	6	68
Detroit and Milwaukee pref. & guar.	2,517,140	6	6	68
Dubuque and Sioux City, guar.	6,000,000	8	8	57
Dubuque South-Western, pref.	500,315	8	8	100
Eastern (N. H.), guaranteed	492,500	6	6	68
Elmira, Jeff. and Canad., guar.	500,000	6	6	68
Elmira & Williamsport, pref. & guar.	500,000	7	7	76
Erie Railway, preferred	8,536,910	7	7	66
Erie and Pittsburg, guar.	2,000,000	7	7	100
Evansville and Crawfordsville, pref.	2,167,700	7	7	29
Hannibal and St. Joseph, pref.	1,182,550	7	7	29
Harrisburg and Lancaster, guar.	1,180,000	8	8	100
Housatonic, preferred	190,750	7	7	100
Huntington & Broad Top Mtn, pref.	2,000,000	7	7	100
Jeff. Mad. & Indianapolis, guar.	1,500,000	7	7	100
Joliet and Chicago, guar.	300,000	8	8	100
Joliet and Northern Indiana, guar.	6,394,450	8	8	100
Little Miami, Col. and Xenia, guar.	851,000	9	9	100
Louisville, Cincinnati and Lex. pref.	3,101,650	6	6	68
Marquette and Cincinnati, 2d pref.	4,434,250	6	6	68
Mich. Southern, (Lake Shore) guar.	533,500	10	10	100
Mill Creek, guaranteed	322,376	10	10	100
Milwaukee and St. Paul, preferred	10,825,777	7	7	53
Mine Hill, guaranteed	3,358,430	8	8	100
Montclair, guaranteed	2,000,000	7	7	100
Morris and Essex, guar.	15,000,000	7	7	86
Neenah and Valley, guar.	2,000,000	10	10	95
Newark and New York, guar.	1,000,000	7	7	100
Newcastle and Beaver Valley, guar.	605,000	10	10	114
New Jersey, guaranteed	7,295,200	10	10	114
New London Northern, guar.	971,400	10	10	110
New York & Harlem, pref. & guar.	1,500,000	8	8	110
Niagara Br. & Canandaigua, guar.	8,500,000	8	8	110
North Eastern (S. O.), preferred	1,000,000	6	6	68
Northern New Jersey, guar.	105,000	8	8	100
Norwich and Worcester, guar.	2,822,400	10	10	125
Ogdensburg & Lake Champlain, guar.	3,077,000	7	7	55
Ohio and Mississippi, preferred	4,000,000	8	8	92
Oswego and Syracuse, guar.	1,144,400	9	9	61
Panama, guaranteed	1,144,400	9	9	61
Pateron and Hudson, guar.	7,000,000	12	12	85
Pemberton and Hightstown, guar.	842,000	6	6	68
Peoria and Bureau Valley, guar.	1,300,000	6	6	68
Philadelphia and Erie, preferred	2,400,000	8	8	100
Phila. Germantown & Norristown, guar.	2,231,900	12	12	108
Philadelphia and Reading, pref.	1,561,687	10	10	113
Philadelphia and Trenton, guar.	1,350,100	10	10	113
Pittsburg, Ft. Wayne & Ohio, guar.	22,214,285	7	7	85
Pittsfield and North Adams, guar.	450,000	6	6	68
Portland, Saco & Portsmouth, guar.	1,500,000	10	10	121
Rochester & Genesee Valley, guar.	857,560	7	7	20
Rutland, preferred and guaranteed	4,300,000	7	7	20
St. Louis, Alton & Terre Haute, guar.	2,468,400	7	7	30
St. Louis, Jackson & Ohio, pref. & guar.	1,054,100	7	7	30
St. Louis, Kansas City & Nor., pref.	15,000,000	8	8	112
Schenectady Valley, guaranteed	576,000	5	5	6
Shamokin V. & Pottsville, guar.	899,450	6	6	68
Toledo, Peoria & Warsaw, 1st pref.	1,700,000	7	7	100
Toledo, Peoria & Warsaw, 2d pref.	1,000,000	7	7	100
Toledo, Wabash and Western, pref.	1,000,000	7	7	100
Warren, guaranteed	1,900,000	7	7	100
CANAL STOCKS:				
Delaware Division, guar.	1,333,350	8	8	100
Delaware and Raritan, guar.	5,847,500	10	10	100
Morris, preferred and guaranteed	1,175,000	10	10	112
" com. and guar.	1,080,000	4	4	45
Stuyvesant Navigation, preferred	2,908,977	6	6	23

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, \$6; Scrap Wrought, \$8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.	
Pig, Scotch—Coltness..... per ton 43	@ 43
Gartsherrie.....	@ 43
Glenarnock.....	@ 39
Eglinton.....	@ 39
Pig, American, No. 1.....	@ 34
Pig, American, No. 2.....	@ 30
Pig, American, Forge.....	@ 26
Bar, Refined, English and American.....	@ 26
Bar, Swedes, assorted sizes..... (gold)	@ 137 50
STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)	
English, Cast, (2d and 1st quality)..... per lb.	@ 17 1/2
English Spring (2d and 1st quality).....	@ 14
English Blister (2d and 1st quality).....	@ 14
English Machinery.....	@ 14
English German (2d and 1st quality).....	@ 14
American Blister.....	@ 11
American, Cast, Tool.....	@ 17
American, Cast Spring.....	@ 11
American Machinery.....	@ 11
American German Spring.....	@ 9
NAILS—DUTY: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.	
10d. to 60d. Common..... per keg.	@ 4 50
8d. and 9d.	@ 4 75
6d. and 7d.	@ 5 25
4d. and 5d.	@ 5 25
3d.	@ 6 50
2d. and 3d. Fine.....	@ 8 50
Cut Spikes, all sizes.....	@ 4 75
TIN—DUTY: Pig, Bars and Block, 75¢; Plate and Sheets and Terne Plates, 15 per cent. ad val.	
Blanca..... (gold) per lb.	@ 32
Strait..... (gold).....	@ 27 1/2
English..... (gold).....	@ 27 1/2
Plates—Fair to good brands..... (gold).....	@ 27 1/2
I. C. Charcoal..... per box.	@ 9 50
L. C. Coke.....	@ 7 50
Coke Terne.....	@ 6 75
Charcoal Terne.....	@ 9 50
PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.	
Crude 40@48 gravity (in bulk).....	@ 10
Crude 40@47 gravity (in shipping order).....	@ 10
Refined, Standard White (in ship's order).....	@ 13 1/2
Refined, S. W. (in jobbing lots).....	@ 14
Refined, S. W. (in tin).....	@ 19
Naphtha, Refined (65@73 gravity).....	@ 9
Residuum..... (in shipping order) per gall.	@ 8
COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.	
Copper, New Sheathing, (over 12 oz.) per lb.	@ 34
Copper, Bolts.....	@ 36
Copper, Braziers' (over 16 oz.).....	@ 36
Copper, Nails.....	@ 41
Copper, Old Sheathing, &c., mixed lots.....	@ 19
Copper, American Ingot.....	@ 23
Copper, English Pig.....	@ 23
Yellow Metal, New Sheathing & bronze.....	@ 22
Yellow Metal, Bolts.....	@ 20
Yellow Metal, Nails, Sheathing & Slatting.....	@ 23
LEAD—DUTY: Pig, \$2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. c.	
Spanish Ordinary..... (gold) per 100 lb.	@ 6 87 1/2
German Ordinary..... (gold) per 100 lb.	@ 6 87 1/2
English..... (gold) per 100 lb.	@ 6 87 1/2
Bar.....	@ 9 25
Pipe.....	@ 10 50
Sheet.....	@ 10 50
Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½ c. pr. lb.	@ 10 50
Tatham's improved Tin-Lined Lead Pipe.....	@ 10 50
COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, 75¢; other, 40 cents per 28 bushels of 80 lb. to the bushel.	
Liverpool Gas Cannel.....	@ 14
Liverpool House Cannel.....	@ 20
Anthracite (by cargo)..... per ton of 200 lb.	@ 5 50

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 19.

	Th. 13.	F. 14.	Sat. 15.	M. 17.	Tu. 18.	W. 19.
Boston, Hart. & Erie.....	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Jantun Co.....	68	87 1/2	90 1/2	90 1/2	90 1/2	90 1/2
Central Pacific Co.....	88	87 1/2	91 1/2	92 1/2	92 1/2	92 1/2
Central of N. Jersey.....	92	91	91	92	92	92
Chicago & Alton.....	92	92	92	93	93	93
.. pref.....	92	92	92	93	93	93
.. 1 M.....	103	103	103	103	103	103
.. S. F.....	103	103	103	103	103	103
.. Inc. bds.....	92	92	92	93	93	93
Chicago, Burl. & Q.....	90	90	90	90	90	90
.. S. F.....	90	90	90	90	90	90
Chic. & Northwestern.....	105 1/2	105 1/2	106 1/2	106 1/2	106 1/2	106 1/2
.. pref.....	38 1/2	39 1/2	40 1/2	40 1/2	40 1/2	40 1/2
.. 1st M.....	61 1/2	63 1/2	64 1/2	61 1/2	61 1/2	62 1/2
.. 2nd M.....	92 1/2	93 1/2	94 1/2	94 1/2	94 1/2	94 1/2
.. S. F.....	92 1/2	93 1/2	94 1/2	94 1/2	94 1/2	94 1/2
.. Consol.....	86	86	86	86	86	86
Chic. Rock Isl. & Pac.....	88 1/2	87	88 1/2	87 1/2	87 1/2	88 1/2
Chl. R. I. & Pa. 7 1/2, 1896, 100	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	101 1/2
Clev., Col. & C. and Ind.....	78	78	77 1/2	78 1/2	78 1/2	78 1/2
Clev. & Pittsburg guar.....	77	78	77 1/2	78 1/2	78 1/2	78 1/2
.. 2 M.....	78	78	78 1/2	78 1/2	78 1/2	78 1/2
.. 3 M.....	78	78	78 1/2	78 1/2	78 1/2	78 1/2
.. 4 M.....	78	78	78 1/2	78 1/2	78 1/2	78 1/2
Clev. and Toledo.....	86	86	86	86	86 1/2	86 1/2
.. S. F. 7 1/2.....	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2
Col., Chl., & Ind. C.....	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2
.. 1 M.....	76 1/2	76 1/2	76 1/2	77 1/2	77 1/2	77 1/2
.. 2 M.....	56	56	56	56	56	56
Del. & Hudson Canal.....	104	104 1/2	106 1/2	105 1/2	105 1/2	105 1/2
Del. Lack. & Western.....	90	88 1/2	91	91	90 1/2	89 1/2
.. 1 M 7 1/2.....	100	100	100	99 1/2	99 1/2	99 1/2
.. 2 M 7 1/2.....	100	100	100	99 1/2	99 1/2	99 1/2
Erie Railway.....	43	43 1/2	45 1/2	45 1/2	45 1/2	42 1/2
.. pref.....	43 1/2	43 1/2	45 1/2	45 1/2	45 1/2	42 1/2
.. 1 M 7 1/2, 1897.....	98	98	98	98	98	98
.. 2 M 7 1/2, 1879.....	98	98	98	98	98	98
.. 3 M 7 1/2, 1883.....	93	93	93	93	93	93
.. 4 M 7 1/2, 1880.....	90	90	90	90	90	90
.. 5 M 7 1/2, 1888.....	90	90	90	90	90	90
.. 7 1/2, con. gold.....	76	76	76	76	76	76
Great Western 2d mort.....	75	76	76	76	76	75 1/2
Hannibal & St. Joseph.....	19 1/2	20	21 1/2	22 1/2	22 1/2	22 1/2
.. pref.....	25	26 1/2	28 1/2	30	29	29
.. S. F. conv. 69.....	72	72	75	75	75	75
Hudson River.....	75	75	75	75	75	75
.. 2 M S. F.....	90 1/2	90 1/2	91	91	91	91
.. 3 M 7 1/2, 1876.....	94	94	94	94	94	94
Illinois Central.....	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
.. 7 1/2.....	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Lake Shore & Mich. S. F. 67 1/2	65 1/2	67 1/2	67 1/2	66 1/2	66 1/2	68 1/2
Marquette & Cin. 1st pref.....	75	75	75	75	75	75
.. 2d pref.....	75	75	75	75	75	75
Michigan Central.....	80	77	80	81	79	79
.. S. F. 5 1/2, 1882.....	99	99	99	107	107	107
.. 1 M S. F. 97 1/2.....	99	99	99	99	99	99
M. S. and N. J. 1 M S. F. 97 1/2	99	99	99	99	99	99
Mariposa Mining Co.....	28 1/2	29 1/2	29 1/2	29 1/2	29 1/2	29 1/2
.. pref.....	28 1/2	29 1/2	29 1/2	29 1/2	29 1/2	29 1/2
Milw. and St. Paul.....	28 1/2	27 1/2	29 1/2	29 1/2	29 1/2	30 1/2
.. pref.....	62	61 1/2	63	64	63	63 1/2
.. 1st mort.....	100	100	100	100	100	100
.. 2d mort.....	100	100	100	100	100	100
.. S.....	100	100	100	100	100	100
.. 7-10s con.....	86	86	86	86	86	86
.. 7s, gold.....	101	101	101	101	101	101 1/2
Missouri.....	86	87	87 1/2	87	86 1/2	86 1/2
.. H. & St. J. iss. 82	82 1/2	82 1/2	83 1/2	83 1/2	83 1/2	84
Morris and Essex.....	85 1/2	86	86	86 1/2	86 1/2	86 1/2
.. 1st mort.....	99 1/2	100	100	100 1/2	100 1/2	100 1/2
.. 2d mort.....	99 1/2	100	100	100 1/2	100 1/2	100 1/2
N. Y. Cen. & Hud. Riv. 85 1/2	87 1/2	88 1/2	87 1/2	86 1/2	86 1/2	88
.. 7s, S. F. 1876.....	88	88	88	88	88	88
.. 6s, S. F. 1883.....	88	88	88	88	88	88
.. 6s, S. F. 1887.....	109	109 1/2	110	109 1/2	109 1/2	110
N. York and Harlem.....	109	109 1/2	110	109 1/2	109 1/2	110
.. pref.....	109 1/2	109 1/2	110	109 1/2	109 1/2	110
.. 1 M 7 1/2, 1873.....	117	120	121	122	123 1/2	123 1/2
N. York N. Hav. & Hart. 116	117	120	121	122	123 1/2	123 1/2
N. Carolina 6s. old.....	117	120	121	122	123 1/2	123 1/2
.. new.....	117	120	121	122	123 1/2	123 1/2
Ohio and Miss.....	25 1/2	24 1/2	25 1/2	25 1/2	23 1/2	24 1/2
.. pref.....	25 1/2	24 1/2	25 1/2	25 1/2	23 1/2	24 1/2
.. 2d M.....	70	74 1/2	28 1/2	28 1/2	70	61
Pacific Mail S. S. Co. 30	29	28 1/2	28 1/2	28 1/2	27 1/2	27 1/2
Panama.....	89	85	85 1/2	87	85	85
Pitts., Ft. W. & Chl. gld. 83	84	84 1/2	85	85	85	85
.. 1 M.....	97	97	101 1/2	101 1/2	102	102
.. 2 M.....	97	97	98	98	98	98
.. 3 M.....	97	97	98	98	98	98
Quicksilver Mining Co.....	20	20	28	28	28	28
St. L., Alton & T. H.....	20	20	28	28	28	28
.. pref.....	20	20	28	28	28	28
.. 1 M.....	91	91	92	92	92	92
.. 2 M pref.....	81	81	84	84	84	84
.. Income bds. 70	70	70	69	69	69	69
Tennessee 6s. old.....	69	69	69	69	71	71
.. new.....	69	69	69	69	71	71
Tol., Wab. & Western. 40 1/2	39 1/2	40 1/2	41	40 1/2	40 1/2	40 1/2
.. pref.....	39 1/2	40 1/2	41	40 1/2	40 1/2	40 1/2
.. 1 M.....	91	93	93	93	93	93
.. 2 M.....	91	93	93	93	93	93
.. Equipment.....	91	93	93	93	93	93
.. St. Lou. Div.....	91	93	93	93	93	93
Union Pacific.....	18 1/2	18 1/2	20 1/2	20 1/2	20 1/2	20 1/2
.. 1st mort.....	74 1/2	74 1/2	75 1/2	76 1/2	76 1/2	76 1/2
.. L. Gt. 7s.....	67	67	69	70	70	70
.. Inc. 10s.....	60	60	60 1/2	62 1/2	63 1/2	63 1/2
Virginia, 6s. old.....	48	49	49	49	49	49
.. new.....	48	49	49	49	49	49
.. consol.....	48	49	49	49	49	49
.. def. cert.....	48	49	49	49	49	49

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 19.

Th.13. F.14. Sat.15. M.17. Tu.18. W.19

FEDERAL STOCKS:—

U. S. 5s, 1874, reg.	107	108	108	107
U. S. 5s, 1874, coup.	107	108	108	107
U. S. 5s, 10-40s, reg.	107	108	108	107
U. S. 5s, 10-40s, coup.	107	108	108	107
U. S. 5s, 1881, reg.	106	108	108	107
U. S. 5s, 1881, coup.	106	108	108	107
U. S. 5s, 1881, reg.	111	114	114	113
U. S. 5s, 1881, coup.	111	115	114	113
U. S. 5s, 5-20s, reg.	107	109	108	108
U. S. 5s, 5-20s, c. 1862-107	107	108	108	108
U. S. 5s, 5-20s, reg.	104	108	108	108
U. S. 5s, 5-20s, c. 1864-107	108	109	109	109
U. S. 5s, 5-20s, reg.	108	109	109	109
U. S. 5s, 5-20s, c. 1865-107	109	109	110	109
U. S. 5s, 5-20s, r. n. '65	109	112	112	112
U. S. 5s, 5-20s, c. n. '65-111	113	113	112	112
U. S. 5s, 5-20s, reg.	112	113	113	113
U. S. 5s, 5-20s, c. 1867-112	113	113	113	113
U. S. 5s, 5-20s, reg.	112	113	113	113
U. S. 5s, 5-20s, c. '68-112	113	113	113	113
U. S. 5s, Pac. R.R. issue-109	110	110	110	110

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 18.

W.12. Th.13. F.14. Sat.15. M.17. Tu.18

Catawissa preferred	39	39	39	39
Camden and Amboy	39	39	39	39
.. 6s, 1875	39	39	39	39
.. 6s, 1883	39	39	39	39
.. 6s, 1889	39	39	39	39
.. mort. 6s, '89-93	91	92	92	92
Elmira & Williamsport	91	92	92	92
.. pref.	91	92	92	92
Lehigh Navigation	25	25	25	25
.. 6s, 1884	87	87	87	87
.. Gold L.	84	84	84	84
.. R. R. L.	88	88	88	88
.. Conv. L. '77	88	88	88	88
Lehigh Valley R.R.	55	55	55	55
.. 6s new coup 94	55	55	55	55
.. 6s new reg 94	55	55	55	55
Little Schuylkill R.R.	55	55	55	55
.. 7s	55	55	55	55
Minehill	55	55	55	55
Morris Canal	55	55	55	55
.. pref.	55	55	55	55
North Pennsylvania	46	46	46	46
.. 6s, 1885	96	96	96	96
.. 10s, 1887	96	96	96	96
Northern Central	17	18	18	18
Oil Creek & Alleg. Riv.	17	18	18	18
.. 7s	57	57	57	57
Pennsylvania R.R.	43	44	44	44
.. 1st M.	43	44	44	44
.. 2d M.	95	95	95	95
.. Gen. mort.	95	95	95	95
.. reg.	95	95	95	95
Penn. State 6s, 1st series	104	104	104	104
.. 6s, 2d series	104	104	104	104
.. 6s, 3d series-107	107	107	107	107
Philadelphia City, 6s	97	97	97	97
.. new	102	102	102	102
Philad. Germ. & Nor.	61	61	61	61
Phila. & Reading	61	61	61	61
Philadelphia and Erie	17	18	18	18
.. 6s	85	85	85	85
.. 7s	85	85	85	85
Phila. Wilm. & Balt.	52	52	52	52
Schuylkill Navigation	10	11	11	11
.. pref.	10	11	11	11
.. 6s, 1882	70	70	70	70
.. 6s, 1876	70	70	70	70
.. 6s, 1872	113	113	113	113
United Co. of N. Jersey	18	18	18	18
Hestonville, (Horse)	17	18	18	18
Chestnut & Wal.	54	54	54	54
Green & Cones	55	55	55	55
2d and 3d streets	55	55	55	55
Spruce and Pine	28	28	28	28
18th and 15th sts.	28	28	28	28

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 18.

W.12. Th.13. F.14. Sat.15. M.17. Tu.18

Baltimore City 6s, 1876	93	93	93	93
.. 1886	93	93	93	93
.. 1890	94	95	95	95
.. 1884	94	95	95	95
.. 1890	94	95	95	95
Balt and Ohio	145	145	145	145
.. bonds, 1875	101	101	101	101
.. 1885	101	101	101	101
.. 1885	98	98	98	98
Marietta & Cin. 1st M.	98	98	98	98
.. 2d M.	82	82	82	82
.. 3d M.	82	82	82	82
Northern Central	85	85	85	85
.. bonds, 1885	85	85	85	85
.. 1890	85	85	85	85
Pittsb. & Connellsv. 7s	83	83	83	83
N. W. Va. 1st mort.	83	83	83	83
.. 2d mort.	83	83	83	83
.. 3d mort.	83	83	83	83
Virginia 6s, Consol.	47	47	47	47
.. Defor. Certif.	47	47	47	47
City Passenger R.R.	50	50	50	50

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 19.

Th.13. F.14. Sat.15. M.17. Tu.18. W.19

Boston and Albany	133	135	135	135
Boston and Lowell	98	100	100	100
Boston and Maine	108	112	112	111
Boston and Providence	143	144	144	144
Boston, Hartford & Erie	24	24	24	24
.. 7s	24	24	24	24
Cheshire, pref.	91	92	93	92
Chi., Burl. & Quincy	91	92	93	92
Concord	94	94	94	94
Connecticut River	123	124	124	124
Eastern	95	91	90	89
Fitchburg	122	122	122	122
Manchester & Lowell	80	78	78	79
Michigan Central	80	78	78	79
Northern N. H.	100	100	100	100
Ogdens & Lake Cham.	54	54	54	54
.. pref.	54	54	54	54
Old Colony	109	110	110	110
Ph., Wih. & Baltimore	52	52	52	53
Port'd. Saco & Ports	52	52	52	53
Union Pacific	72	72	72	73
.. 6s	72	72	72	73
.. Land Grant 7s	67	67	67	69
.. Income 10s	49	48	50	51
Vermont & Canada	57	57	57	57
Vermont & Mass.	57	57	57	57
South Boston (Horse)	57	57	57	57
Cambridge	57	57	57	57
Metropolitan	52	51	51	53
Middlesex	52	51	51	53
Central Mining Co.	19	17	18	19
Copper Falls	19	17	18	19
Franklin	4	4	4	4
National	34	33	33	33
Quincy	34	33	33	33

London Stock Exchange.

Closing Prices.

	Oct. 24.	Oct. 31.
Atlantic & Gt. W. 1st mort.	72	71
Do. 2d mort.	72	71
Do. Con. mort.	59	61
Do. Con. mort. B'n'da Bisch's Cert.	34	33
Do. Reorg. Scrip.	95	100
Do. Leas. Lines, Rental Bonds	87	86
Detroit & Milwaukee 1st mort. Bonds	65	70
Do. 2d	65	70
Erie shares 100 dol. all paid	39	39
Do. 6 per cent Convertible Bonds	95	97
Cons. Mort. amount autho. to be issued for conv. of existing bonds	92	94
Illinois Central \$100 shares all paid	81	83
Do. Redemption mort. bonds 6 p.c.	99	101
Illinois & St. Louis Bridge 1st mort.	99	101
Marietta and Cincinnati Rail. Bonds	82	86
Michigan Central 8s 1882, conv.	80	80
Panama 2d mort.	76	77
Panama General mort.	97	99
Pennsylvania, 2d mort.	96	97
Do. General mort.	97	98
Do. 450 shares	39	40
Philadelphia and Erie 1st mort.	96	98
Do. with option to be paid in Phila.	97	98

American Railroad Journal.

Saturday, November 22, 1873.

Stock Exchange and Money Market.

Money has been more active during the week. The increase in the dealings at the Stock and Gold Boards has tended decidedly to enlarge the requirements of borrowers, especially on call. The available supply of funds has been liberal, as a rule, within the range of 5@7 per cent, though toward the close the offerings were on a somewhat restricted scale, and the prevailing rate was 7 per cent to the prominent street houses. In the way of discounts, notwithstanding the reports of some additional mercantile failures and suspensions, there was a readier sale noted for the choicest grades of business paper within the range of 10@15, generally 12@15 per cent per annum. The City banks have been gaining strength in their reserves, particularly as compared with their liabilities, which latter have been diminished by further liquidation on deposit and relief certificate accounts, but no definite particulars of the bank movement have been officially made public. The discussion of the proposed reform measures in bank management, as through the central agency of the Clearing House has progressed sufficiently far to indicate that the con-

templated change does not meet with anything like general favor, and is not likely to prove a success. The legal tender reserve of the City banks at the close was up to 28 $\frac{3}{4}$ millions.

The U. S. Sub-Treasury, last week, enlarged its currency balance \$3,180,987, and reduced its coin reserve \$594,292. Its currency balance at the close of the week was \$8,848,175; and its coin reserve \$49,820,049.

The cash balances under the control of the Treasury Department at Washington, on Tuesday were: Currency, \$2,284,282; special deposits of legal tenders for the redemption of certificates of deposit, \$14,440,000; coin, \$80,629,772. Coin certificates, outstanding, \$29,145,880. Outstanding legal tenders, \$362,169,611.

Under the influence of the excitement in relation to the Cuban discussion, Gold has been much more active, and the price has shown more buoyancy. The demand has been mainly speculative—the customs and export call having been quite moderate. The less favorable reports from Washington, relative to the public debt, foreshadowing an increase in the current month, tended to stimulate the upward movement. The extremes of the price have been 107 $\frac{3}{4}$ @110 $\frac{3}{4}$, closing on Wednesday at 109 $\frac{3}{4}$ as against 107 $\frac{3}{4}$ on Wednesday of the preceding week. The specie outflow, last week, was only \$299,860. The imports of specie at this port last week, were \$615,692 and since Jan. 1, have been \$15,718,186 as against \$5,347,772 same time last year.

The customs demand for Gold last week, averaged \$226,833 a day. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been \$110,151,185, against \$133,538,248 during the same time in 1872. Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, \$60,901,299, against \$70,514,397 during the same time in 1872. The export drain of specie since January 1, 1873, has been \$45,258,824 against \$67,357,468 during the same portion of 1872.

Foreign Exchange has been quite active, but unusually variable as to price, closing with rather more steadiness. Bankers' sixty day bills on London closed on Wednesday at 106 $\frac{1}{4}$ @106 $\frac{1}{4}$; sight bills on London, at 108 $\frac{1}{4}$ @108 $\frac{1}{4}$. The week's exports of Domestic Produce have been to the currency value of about 7 $\frac{1}{2}$ millions.

Government securities have been quoted higher, in sympathy with the rise in Gold. The demand for the leading issues has been fairly active at the ruling figures. The offerings of bonds have been moderate.

U. S. sixes of 1881 closed on Wednesday of this week at 114 $\frac{1}{4}$ @114 $\frac{1}{4}$; U. S. Five-Twenties of 1862, 109 $\frac{1}{2}$ @109 $\frac{1}{2}$; U. S. Five-Twenties of 1864 at 109 $\frac{3}{4}$ @109 $\frac{3}{4}$; U. S. Five-Twenties of 1865 109 $\frac{3}{4}$ @110; U. S. Five-Twenties of 1865 consolidated 112 $\frac{1}{4}$ @113; U. S. Five-Twenties of 1867, 114@114 $\frac{1}{4}$; U. S. Five-Twenties of 1868, 113 $\frac{1}{2}$ @114; U. S. Ten-forties at 108@108 $\frac{1}{4}$; U. S. Fives of 1881 (Funding Loan) 109@109 $\frac{1}{2}$; Six per cent. currency Sixes from 110@110 $\frac{1}{4}$.

There has been a much livelier business reported in Railway and Miscellaneous securities, at a marked advance, though the later dealings indicated a feverish and less buoyant movement.

State and Railway bonds have been much

more sought after and prices have been quoted generally firmer. Central Pacific first mortgage six per cents closed at from 90@91.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to \$5,762,089, as compared with \$5,717,907 same week last year. The exports of domestic produce are \$7,603,599, as against \$5,365,829 last year. The exports of Gold and Silver, \$1,054,944, as against \$2,975,449 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to \$1,362,000, comparing with \$1,942,000 same week last November.

In general business, a more satisfactory movement has been reported, especially in Breadstuffs, Cotton, Provisions, Groceries, Hides, Naval Stores, Fruit, Oils and Tobacco. Prices of Breadstuffs have been generally quoted higher. The export demand quite active. Cotton, unsettled, but closing more firmly. Provisions also dearer. Wool has been dull and weak. At the Live Stock markets, business has been on a moderate scale, with prices closing rather in favor of purchasers. The Ocean freight market has shown a fair degree of animation, with, toward the close, the tendency as to rates, rather in favor of shippers. The feature of the Metal Trade has been the more urgent inquiry for Copper, which has been much higher, closing strong and buoyant; sales 500,000 lbs. Ingot, here, at 23c., November, held at 24c., and 25,000 lbs. December and January, at 28½c., now held at 25c. Iron has been very quiet, with Scotch Pig quoted steady, and American depressed and irregular. We quote nominally: Eglinton Pig at \$39; Glengarnock, \$38@40; Coltness, \$43@45; Gartsherrie, \$48; No. 1 American Pig at \$35@38; No. 2 do. at \$28@32; Gray Forge, at \$25@27; English Ralls, \$62@63; gold; American Rails, (nominal) at works, \$70@72 50; Old Rails, \$35 50@35; Wrought Scrap, \$32 @33. Pig-Lead has been inactive with foreign quoted at 6½c.@7c., gold, for ordinary, and domestic at 6½c.@6½c., gold; Bar, 9½c.; Sheet and Pipe, 10½c. Spelter has been dull, and quoted nominal at 7½c.@7½c., gold, for foreign. Pig-tin has been dull and weak with Straits quoted at 28c.; English at 26½c.@26½c.; Banca at 32c., gold. Plates, have been quiet; Charcoal Plates quoted at \$9 50@10; Charcoal Terne, \$9 25@9 75; Coke, \$7 50@8; Coke Terne, \$6 75@7 50, gold, per box. Sales 250 bxs. Charcoal at \$9 75, gold, and 150 bxs. Coke Terne at \$7 50, do.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Clev., Paines and Asb. R. R. 7s, old, 92; Lake Shore div. bonds, 87½; Delaware and Hudson Canal reg. 7s, 1891, 100; Long Dock bonds, 91; Chicago and Northwestern consol. gold bonds, 81½; Gt. Western 1st mort., 1888, 91; Ohio and Miss. 7s, consol., 87½; do. consol. S. F., 89; St. Louis and Iron Mt. 1st mort., 91; do. 2d mort., 73; Central R. R. of New Jersey 1st mort. new, 100½; Lake Shore and Michigan Southern 7s, consol. coupon, 91; do. reg., 91½; Iowa Midland 1st mort., 85; Boston, Hartford and Erie 1st mort., 25; Louisville and Nashville 7s, consol., 1898, 87; Detroit, Monroe and Toledo 1st mort., 94; Cleveland and Pittsburg 7s, consol.,

88; Pacific R. R. 7s, guar. by Mo., 93½; Delaware, Lackawanna and Western 7s, conv., 95; Milwaukee and St. Paul 1st mort. I. and D. div., 78; do. I. and M. div., 68½; do. LaC. div., 85; Canada Southern 1st mort., 65; Michigan Central 7s, 92; Toledo, Wabash and Western 7s, consol., 78; Quincy and Toledo 1st mort., 85; Illinois and Southern Iowa 1st mort., 80; Chicago and Milwaukee 1st mort., 91½; Atlantic and Pacific pref., 10½; Dubuque and Sioux City R. R., 57; Albany and Susq. R. R., 85; do. 2d mort., 91; Rensselaer and Saratoga R. R., 97; St. Louis, Kansas City and Northern pref., 30; Pacific R. R. of Mo., 27½; Western Union Telegraph, 60½; do. 7s, 88½; Consol. Coal of Md. 44; Maryland Coal, 15; Adams Exp., 81½; U. S. Exp., 57; Am. Exp., 57; Wells Fargo Exp., 64½; Brunswick City Land, 3; N. Y. State 7s, B. L. reg. 104; South Carolina 6s, new, Jan. and July, 8½; Brooklyn 6s, W. L., 90½.

Philadelphia.—Pennsylvania R. R. dividend scrip, 92; Catawissa R. R., 16½; do. new pref., 30; do. 7s, new, 96; Nesquehoning R. R., 49; Philadelphia and Trenton R. R. 113½; Schuylkill Nav. div. scrip. 74; do. Imp. Loan, 75; Pittsburg, Cincinnati and St. Louis 7s, 65½; Philadelphia and Reading Gen'l mort., 7s, coupon, 100; do. reg., 102; do. debent. bonds, 75; Pennsylvania and New York 7s, 99; Lehigh Valley 7s, 100; Camden and Atlantic 2d mort., 91; Philadelphia and Reading Coal and Iron 1st mort., 85; do. debent. bonds, 80; Wilmington and Reading 2d mort., 79; Susquehanna Canal bonds, 65; Westchester and Philadelphia R. R. 7s, 100; Pittsburg City 5s, 70; Allegheny Co., 5s, 78. The latest quotations are: City 6s, 97@97½; do. free of tax, 101½@102; Pennsylvania State 6s, 1st series, 100@100; do. 2d series, 104½@105; do. 3d series, 107½@108; Philadelphia and Reading 52 @53; do. Gen'l mort. 7s, coup., 99@100; do. reg., 102@103; do. mort. 6s, 1880, 90@96; do. 7s, new, conv., 98@—; United New Jersey R. R. and Canal Co., 114@115; Camden and Amboy mort. 6s, 1889, 91½@92½; do. 1883, 88@89; do. 1889, 85@89 Pennsylvania R. R., 43½@44½; do. div. scrip, 92@93; do. 1st mort., 98@100; do. 2d mort., 96@97; do. General mort. coupon, 85@90; do. reg., 90@90½; Little Schuylkill R. R., 44@45; Morris Canal, 45@50; do. pref., 112@120; do. 6s, 84@92; Susquehanna Canal, 5@6; do. 6s, 64@65; Schuylkill Nav., 5½@7; do. pref., 11¼@12½; do. 6s, 1882, 70@71; do. 1872, 75@80; Elmira and Williamsport pref., 30@33; do. 7s, 1873 96@96; 6s, do. 50@60; Lehigh Coal and Navigation 27¼@27½; do. 6s, 1884, 87@87; do. R. R. Loan, 92@—; do. Gold Loan, 85¼@90; North Pennsylvania, 45@49; do. 6s, 97@98; do., 7s, 96@96½; do. Chatte 10s, 104@105; Philadelphia and Erie, 17½@18; do. 6s, 75@85; Minehill, 50@50½; Catawissa, 16@16½; do. pref., 39½@30; do. 7s, 1900, 96½@—; Lehigh Valley, 55½@56; do. 6s, new coupon, 94½@—; do. reg., 95@97; do. 7s, 100@101; Fifth and Sixth streets, (horse), 51@54; Second and Third, 56 @—; Thirteenth and Fifteenth, 20@21; Spruce and Pine, 25@28; Green and Coates 40@—; Chestnut and Walnut, 53¼@54¼; Hestonville, 20@21; Germantown, 30@—.

Boston.—Michigan Central 7s, 1892, 91; Cape Cod R. R. 7s, 1881, 99; Eastern R. R. 7s, 1887, 98; Old Colony 7s, 1877, 100; do. 6s, 1876, 96; South Shore R. R. 6s, 1882, 92; Vermont Central

and Vermont and Canada 8s, 1875, 76; Chicago, Burlington and Quincy 7s, 88½; Boston and Lowell 7s, 1892, 100½; Vermont Central 1st mort., 20½; Rutland pref., 43; do. scrip. No. 1, 83½; do. No. 2, 83½; do. No. 3, 79¼; do., No. 4, 76; Norwich and Worcester R. R., 125; Burlington and Missouri River R. R. in Iowa, 90; do. in Nebraska, 55¼; do. 8s, in Nebraska, new, 87½; Cincinnati, Sandusky and Cleveland R. R., 9¾; Nashua and Lowell R. R. 125; Portsmouth, Gt. Falls and Conway R. R., 84½; Summit Branch, 35¼; Cary Imp., 6½; Boston Water Power Co., 14; New Hampshire 6s, 1894, 95½; Maine 6s, 1889, 96½; Rhode Island 6s, 1882, 97½; Massachusetts 5s, 99; Hartford 6s, 1876, 93½; Fall River 6s, 1892, 91½; St. Louis 6s, 1888, 85½; Cleveland 7s, 1875, 97; Bath 6s, 1891, 88; Salem 6s, 1891, 92¾; Newburyport 6s, 1891, 90½; Boston 6s, 1880, currency, 98; Chicago 7s, 93; Allouez Mining Co., 5½; Calumet and Hecla, 130; Duncan, 75c.; Mesnard, 1; Petherick, 1½; Pewabic, 7; Rockland, 1½; Star, 75c.

Baltimore.—Virginia consols, coupons, 79¼; Orange, Alex. and Manassas 7s, 73; Northern Central 6s, 1900, gold, 85; Virginia and Tennessee 3d mort. 8s, 82. The latest quotations are: Wilmington, Columbia and Augusta bonds, 68 @70; Pittsburg and Connellsville 7s, 1898, 85 @88; Baltimore and Ohio, 151@155; do. 6s, 1875, 96@98; do., 1880, 94@—; do., 1885, 92½@92¾; Parkersburg Branch, 9@11; Northern Central, 30 @35; do. 6s, 1885, 85@86½; do., 1900, —@—; do., 6s, 1900 gold, 85¼@86½; N. W. Va. 3d mort., 1885, 87@95; Marietta and Cincinnati 1st mort. 7s, 1892, 98@99; do., 2d mort., 7s, 84@85; do., 3d mort., 8s, 71½@74½; Central Ohio, 34 @38; do. pref., 34@39; do. 1st mort., 82½@85; Western Md. 1st mort. 6s, 1890, 80@84; do. 1st mort. guar., 96@97; do. 2d mort. guar., 95½@96; do. 3d mort., guar., 92@95½; do. 2d mort. pref., 35@55; do., 2d mort. guar. by Washington Co., 80@83; Richmond and Danville 1st mort., 65@70; Orange and Alexandria 1st mort. 6s, 80@90; do., 2d mort. 6s, 72@80; do., 3d mort. 8s, 75½@87½; do., 4th mort. 8s, 75@80; Orange, Alex. and Manassas 7s, 73@75; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 68@70; do. 8s, 3d mort., 81@88; Baltimore 6s, 1875, 95¼@95½; do., 1884, 94@95; do. 1886, 95@97; do. 1890, 95½@96; do., 1893, 94½@95; do. 1893, exempt, 98@99½; do., 1900, exempt, 94½@95; do. 1900, new, 93@95; do. 1902, 95@95½; Memphis City 6s, 40@49; Maryland Defense Loan, 1883, 102@105; Virginia 6s, old, 30@35; do. coupon old, 31@35; do. consol. 6s, 50¼@50½; do. coupons, 79 @79½; West Virginia, 9@10; City Passenger R. R., 11@18; George's Creek Coal, 100@130.

The formal opening of the Harlem River and Port Chester Railroad will take place on Monday, 24th inst. It will be operated by the New York, New Haven and Hartford Railroad Company, and be designated as the Harlem River Branch Road. Five trains will be run daily each way over the branch road during the Winter, and it is probable that several additional trains will be put on next Summer.

The Phoenix Iron Company's new mill at Phoenixville, Penn., has received its roof. The building is 628 feet long, 288 feet wide, and 30 feet to the eaves.

The Woonsocket (R. I.) *Patriot* says that the Air Line Railroad will soon be completed as originally planned, by building a line between Woonsocket and Putnam, avoiding the crook and high grades around the northwestern corner of Rhode Island, as now followed by the Boston, Hartford and Erie Railroad from Blackstone to Putnam. A crook in the line in Connecticut is to be treated in like manner. The *Patriot* learns that a railroad company now owning one of the best roads in this country has taken this project in hand, and at a proper time the public will know more of its intentions and enterprise.

The Jersey City and Albany Railroad, running from the New Jersey Midland Railroad to Tappan, N. Y., has been abandoned. The road, which was opened only a few months ago, has been run without telegraph or other facilities, and the receipts were far below the running expenses. The company claims that the road will be reopened in the Spring, but this seems extremely doubtful.

The Grand Rapids and Indiana Railroad is now completed to Little Traverse Bay, which is one hundred and ninety-two miles north of Grand Rapids and sixty miles south of the Straits of Mackinaw. Mixed trains will run over this part of the road for the present. Next summer the gap between the Bay and Straits and the Northern Pacific will be intersected.

Trains have commenced running on the Chicago and Canada Southern Railroad from Grosse Isle, Michigan, southwest to Fayette, Ohio, the present western terminus—about sixty-five miles. The track from Blissfield, Mich., to Fayette, was laid last year, but was not operated until the completion of the section from Blissfield to Grosse Isle, which is about forty miles long.

It is semi-officially announced that all hopes of disposing of the remainder of the new loan at 4½ and 4 per cent as contemplated by the Funding act, has been abandoned, and that the Secretary of the Treasury will recommend Congress to authorize the placing of the entire loan at 6 per cent.

The engineer has made a report of his surveys of the route of the Hanover and York Railroad to the directors. The length of the road is eighteen miles, and the cost of construction, &c., for the rolling stock, is fixed at \$271,000.

The earnings of the Chicago and Alton Railroad for ten months from Jan. 1, 1873, to Nov. 1, 1873, were \$5,738,740 57; same period previous year, \$4,372,407 05. Increase, \$1,366,333 52.

The earnings of the Erie Railway Company for the week ending Nov. 7, 1873, were \$411,274, and since Oct. 1, \$2,293,695—an increase over the corresponding period of the previous year of \$57,351.

General Thomas L. Rosser, chief engineer of the Northern Pacific Railroad, has resigned his situation.

The Stony Creek Railroad, a branch of the North Pennsylvania, from Landsdale to Norristown, has been opened for travel.

The double track on the Baltimore and Ohio Railroad has been completed as far west as Cranberry Summit. The old bridge over the Youghiogheny, which was only wide enough for a single track, has been removed, and is being replaced by a handsome new Bollman bridge, wide enough for the double track. This structure will be completed by the 15th inst., and there will then be an unbroken double track from Baltimore to Cranberry Summit, a distance of two hundred and forty-two miles.

The earnings of the Worcester and Nashua Railroad for the year ending September 30, 1873, were \$596,666, and the expenses \$372,203, which gives a net income of \$208,462. Dividends and interest amounting to \$198,595 were paid during the year, which left a surplus of \$9,866.

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All Weights of Light Rail for Narrow Gauge Roads.

BESSEMER STEEL RAILS.

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THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality American or Welsh Rails, and of any required weight and pattern

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Ninth and Coates Streets, Philadelphia,
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LATEST IMPROVED STANDARD.



Our Patented Double Beam Wrought Iron Lever Railroad Track Scale acknowledged the BEST.
MAKERS OF THE NEW TESTING MACHINE.

The American Wood Carbolizing Co.

Is organized for the purpose of Creosoting Timber for Docks, R. R. Ties, Fence-Posts, Pavements, and all other uses where Timber is exposed to the action of water or air. This Company also proposes to License R. R. Companies and others who desire to erect their own apparatus.

Drawings and specifications of apparatus, either stationary or portable, will be furnished on application.

87,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

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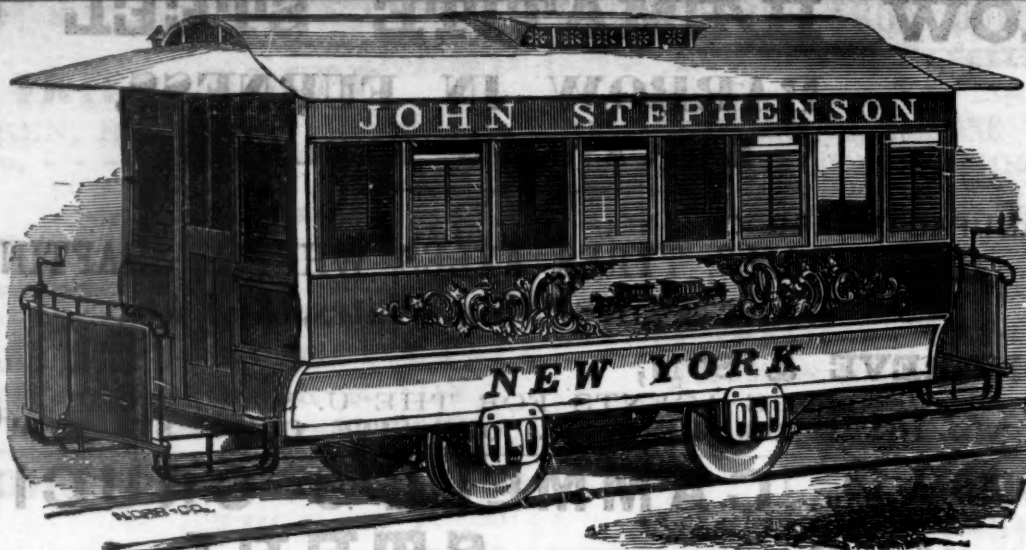
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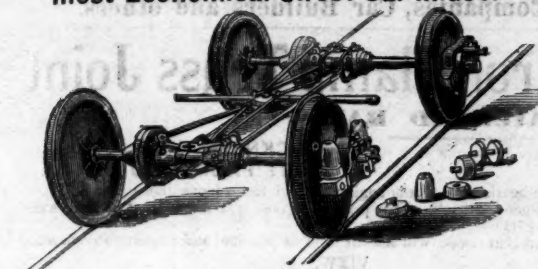
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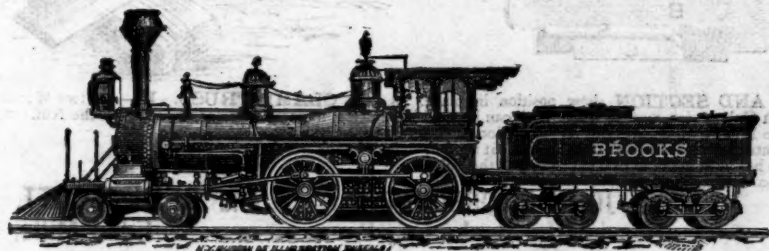
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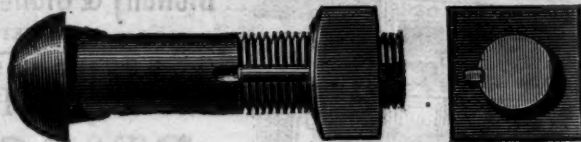
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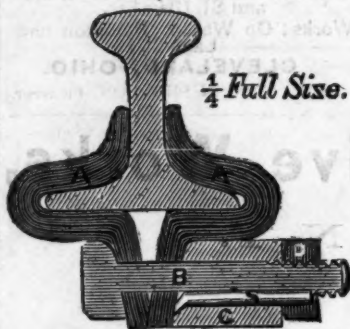
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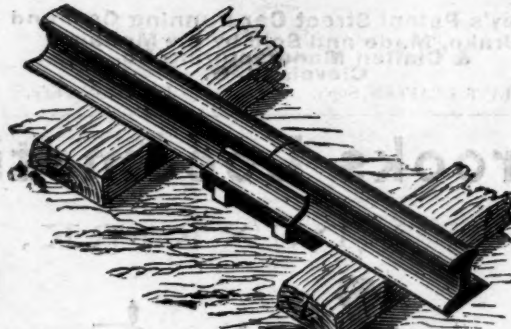
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